

**21 AUGUST 2000**

***Flying Operations***

***HC-130--AIRCREW TRAINING***



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OPR: HQ ACC/DOTO  
(Maj Benjamin C. Wash)  
Supersedes AFI 11-2HC-130V1,  
1 September 1999.

Certified by: HQ USAF/XOO  
(Maj Gen Michael S. Kudlacz)  
Pages: 145  
Distribution: F

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This volume implements AFD 11-2 *Aircraft Rules and Procedures*; AFD 11-4, *Aviation Service*; and AFI 11-202V1, *Aircrew Training*. It applies to all HC-130 units. MAJCOMs/DRUs/FOAs are to forward proposed MAJCOM/DRU/FOA-level supplements to this volume to HQ USAF/XOOT, through HQ ACC/DOTO, for approval prior to publication IAW AFD 11-2, paragraph 4.2. Copies of MAJCOM/DRU/FOA-level supplements, after approved and published, will be provided by the issuing MAJCOM/DRU/FOA to HQ USAF/XOOT, HQ ACC/DOTO, and the user MAJCOM/DRU/FOA and NGB offices of primary responsibility. Field units below MAJCOM/DRU/FOA level will forward copies of their supplements to this publication to their parent MAJCOM/DRU/FOA office of primary responsibility for post publication review. **NOTE:** The terms Direct Reporting Unit (DRU) and Field Operating Agency (FOA) as used in this paragraph refer only to those DRUs/FOAs that report directly to HQ USAF. Keep supplements current by complying with AFI 33-360V1. See paragraph 1.3. of this volume for guidance on submitting comments and suggesting improvements to this publication.

This instruction requires the collection or maintenance of information protected by the Privacy Act of 1974. The authority to collect and maintain the records prescribed in this instruction are 37 USC 301a, Incentive Pay; Public Law 92-204 (Appropriations Act for 1973), Section 715; Public Law 93-570 (Appropriations Act for 1974); Public Law 93-294 (Aviation Career Incentive Act of 1974); DOD Directive 7730.57, Aviation Career Incentive Act and Required Annual Report; Air Force Instruction 11-401, *Flight Management*; and E.O. 9397. The reporting requirements in this instruction are exempt from licensing in accordance with paragraph 2.11.10 of AFI 37-124, The Information Collections and Reports Management Program; Controlling Internal, Public, and Intra agency Air Force Information Collections. System of records notice F011 AF XO A, Air Force Operations Resource Management System (AFORMS) applies.

This instruction contains references to the following field (subordinate level) publications and forms which, until converted to departmental level publications and forms, may be obtained from the respective MAJCOM publication office:

**Publications:** ACCR 200-1

**NOTE:** MAJCOM specific guidance is embedded within the text and prefaced with the MAJCOM acronym.

### ***SUMMARY OF REVISIONS***

This change incorporates interim change (IC) 2000-1. This change incorporates administrative corrections and updates aircraft requirements to include MC-130 aircraft at rescue units and Night Vision Goggle operations. A bar ( | ) indicates revisions from the previous edition.

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## Chapter 1

### GENERAL GUIDANCE

#### 1.1. Abbreviations, Acronyms, and Terms. See [Attachment 1](#).

#### 1.2. Responsibilities:

1.2.1. HQ ACC/DO is designated as the responsible agency for this instruction IAW AFPD 11-2. The HQ ACC/DO will:

1.2.1.1. Chair semi-annual CAF Realistic Training Review Boards (RTRBs) to review ground and flying training requirements/programs for CAF units. RTRB participants will include applicable ACC active and reserve component representatives and applicable MAJCOM/DO representatives from those MAJCOMs with major weapons systems for which ACC is lead command.

1.2.1.2. Process all change requests.

1.2.2. All applicable major commands (MAJCOMs) will:

1.2.2.1. Determine training requirements to meet expected wartime tasking, contingency operations and other unit missions.

1.2.2.2. Forward all MAJCOM/FOA/DRU supplements to HQ ACC/DOT, who in turn will forward to HQ USAF/XOOT for approval. Provide HQ USAF/XOOT, HQ ACC/DOT, and all applicable MAJCOM/DOs a copy of approved supplements to this instruction after publication.

1.2.2.3. Review subordinate unit supplemental instructions and supplemental training programs annually.

1.2.3. Direct reporting units (DRUs) will:

1.2.3.1. Provide standard instructional texts to support operational weapons/tactics training. Forward two copies of each to the MAJCOM and NAF DO/OV, and five copies to each CAF wing/group.

1.2.3.2. Review, update, and distribute changes to instructional texts annually.

1.2.3.3. Review subordinate unit training programs annually.

1.2.4. Wings/groups will:

1.2.4.1. Develop programs to ensure training objectives are met. Assist subordinate units in management of training programs, ensure programs meet unit needs, and provide necessary staff support. ACC wings/groups will also assist ANG and AFRC unit training programs as required/requested IAW the ARC unit advisory support program.

1.2.4.2. Attach each wing/group/OSS RPI-6 flyer to a flying squadron.

1.2.4.3. Designate the training level to which each RPI/API-6 (ANG: all flyers) will train. Upon request, provide MAJCOM DOT (AETC: N/A, ANG: HQ ACC/DOT) with a list of BMC and CMR manning positions. Review programs and manning position designations annually. OC/CCs will report changes in position designations as they occur to MAJCOM DOT.

1.2.4.4. If applicable, forward supplements of this instruction and other supporting documents to the MAJCOM for review. Review supplements annually.

1.2.4.5. Identify training shortfalls that adversely impact combat capability. Units are required to submit anticipated shortfall reports each quarter to MAJCOM DOT (info copy to NAF DO) (due 31 Jan, 30 Apr, 31 Jul). Prior to submitting the annual report, units are reminded to prorate incomplete training. For training report format; see Attachment 4, Training Shortfall Report. Negative reports are required. **NOTE:** For ACC units, this report may be submitted on the HQ ACC/DOT homepage.

1.2.5. SQ/supervision (ANG, AFRC: Appropriate Operations Supervisor) will:

1.2.5.1. Ensure adequate continuity and supervision of individual training needs, experience, and proficiencies of assigned/attached aircrew members.

1.2.5.2. Ensure review of training and evaluation records of newly assigned aircrew members and those completing formal training, to determine the training required for them to achieve BMC or CMR and to ensure provisions of this instruction have been met.

1.2.5.3. Ensure Ready Aircrew Program (RAP) missions are oriented to developing basic combat skills, or practicing tactical employment simulating conditions anticipated in the unit mission. Provide guidance to ensure only effective RAP missions are logged as RAP sorties. See [Attachment 2](#) for RAP mission definitions.

1.2.5.4. Review qualifications and training requirements of Flight Surgeons (FS) and determine appropriate flight restrictions.

1.2.5.5. Determine missions/events in which individual BMC aircrew will maintain qualification versus familiarization.

1.2.5.6. Determine utilization of BMC aircrew.

1.2.5.7. Determine how many and which BMC and CMR aircrew will carry special capabilities/qualifications.

1.2.5.8. Identify the levels of supervision required to accomplish the required training, unless specifically directed.

1.2.5.9. Assist the wing/group in developing the unit training programs.

1.2.5.10. Monitor individual assigned/attached aircrew currencies and requirements.

1.2.5.11. Ensure aircrew members participate only in sorties, events and tasks for which they are adequately prepared, trained, and current.

1.2.6. Individual aircrew members will:

1.2.6.1. Hand carry all available training records to assist the gaining unit in assessing qualifications and training requirements.

1.2.6.2. Be responsible for completion of training requirements and currencies within the guidelines of this instruction.

1.2.6.3. Ensure they participate only in ground and flying activities for which they are qualified and current, and prepared.

1.2.7. ACC units with MC-130 aircraft assigned will use this instruction for training guidance. Any instance of reference to HC-130 aircraft and procedures listed in this volume will be applicable to ACC MC-130 units as well.

### 1.3. Processing Changes:

1.3.1. Forward recommendations for change to this instruction to MAJCOM Stan/Eval on AF Form 847, **Recommendation for Change of Publication**.

1.3.2. MAJCOMs will forward these recommendations to HQ ACC/DO through HQ ACC/DOTO.

1.3.3. HQ ACC/DO will:

1.3.3.1. Coordinate all changes to the basic instruction with all MAJCOM/DOs.

1.3.3.2. Process recommendations for change.

1.3.3.3. Forward recommended changes to AF/XOOT for AF/XO approval.

1.3.3.4. Address time sensitive changes by immediate action message.

1.3.4. MAJCOM/DOs will determine training requirements for their subordinate units. These training requirements will be coordinated through HQ ACC/DO. This includes making changes, additions, or deletions to this instruction at anytime. These changes may be via MAJCOM supplement, RAP Tasking, or immediate change messages. HQ ACC/DO will be an info addressee on all changes.

**1.4. Training.** Training programs are designed to progress aircrew from Initial Qualification Training (IQT) (B course or Transition/Re-Qualification Training (TX)), then to Mission Qualification Training (MQT), and finally to Continuation Training (CT).

1.4.1. IQT and TX provide the training necessary to initially qualify aircrew members in a basic crew position and flying duties without regard to the unit's mission. Upon completion of IQT or TX, the aircrew attains Basic Aircraft Qualification (BAQ) status. BAQ is a prerequisite for MQT. Except for general officers above wing level, BAQ is not a long term qualification status. Waiver authority for any crew member, other than general officers above the wing level, to remain BAQ for longer than 6 month is MAJCOM/DO.

1.4.2. MQT provides the training necessary to initially qualify or re-qualify a crew member in a specific aircrew position and flying duties to perform the mission assigned to a specific unit. Aircrew members maintain BAQ status until they complete MQT. Completion of MQT or an FTU instructor course is a pre-requisite for BMC and CMR.

1.4.3. CT. There are two aspects of CT. The first consists of aircrew training in the basic flying skills contained in **Table 4.6**. These skills (Non-RAP requirements) ensure safe operation of the aircraft. The second consists of specific mission-related training required to accomplish the unit's assigned missions.

1.4.4. Ready Aircrew Program (RAP) is the CT program designed to focus training on capabilities needed to accomplish a unit's core tasked missions. Following completion of IQT/TX and MQT, an aircrew will have received training in all the basic missions of a specific unit, unless excepted in **Chapter 3**. The crew member will then be assigned to either a Combat Mission Ready (CMR) position or a Basic Mission Capable (BMC) position.



1.4.4.1. CMR. The minimum training required for aircrew to be qualified and proficient in all of the primary mission tasked to their assigned unit and weapons system.

1.4.4.1.1. All CC coded unit active duty RPI 1/2, flying SQ/CC and SQ/DO positions are designated CMR positions. OG/CCs may designate other RPI-6 positions not assigned to the flying squadron as CMR. **(EXCEPTION:** If a unit is over-manned, the SQ/CC may elect to train the front line of their Unit Manning Document (UMD) RPI-1/2s to CMR and designate the overage BMC. In this case, priority should be given to inexperienced crew members with at least 50%, if available, designated CMR) [For ANG, AFRC: Any aircrew may be designated CMR or BMC at OG/CC discretion.] CMR aircrew maintain proficiency and qualification in all core missions of the flying unit to which they are assigned or attached. CMR aircrew maintain currencies which affect CMR status, accomplish all core designated flight training (sorties and events), and all mission ground training. Failure to complete this training or maintain these currencies results in regression to Non-CMR (N-CMR) status unless waived by appropriate authority. While N-CMR, aircrew may perform missions (including exercises and contingencies) in which they are current, qualified and either familiar or proficient, similar to BMC aircrew.

1.4.4.2. BMC. The minimum training required for aircrew to be familiarized in all, and may be qualified and proficient in some, of the primary missions tasked to their assigned unit and weapons system.

1.4.4.2.1. All other active duty wing aircrew positions are designated BMC positions. BMC designations are assigned to aircrew who have a primary job performing wing supervision or staff functions that directly support the flying operation or are FTU instructors. However, these aircrew are required to provide additional sortie generation capability, either in lieu of or in addition to, the personnel assigned to the flying squadrons. BMC aircrew maintain familiarization with all unit core missions. They may also maintain proficiency and qualification in some of the unit core missions. For those missions in which they maintain familiarization only, BMC aircrew must be able to attain proficiency and qualification in 30 days or less. BMC aircrew accomplish all mission-related ground training designated by their attached SQ/CC. BMC aircrew may deploy and may participate in any mission for which they are proficient and qualified, without additional training, as determined by the SQ/CC. Failure to complete BMC required training results in regression to Non-BMC (N-BMC) status. While N-BMC, aircrew may not perform combat training without supervision until re-certified.

1.4.4.3. N-CMR/N-BMC. Aircrew members that regress to N-CMR/N-BMC status will accomplish the requirements in accordance with 4.7.1.2.

1.4.4.4. Specialized Training. Specialized training is training in any special skills necessary to carry out the unit's assigned missions that is not required by every aircrew member. Specialized training consists of upgrade training such as AC, Instructor, Grid upgrade, etc., as well as CT to maintain proficiency and qualification in unit tasked special capabilities and missions. Specialized training is normally accomplished after an aircrew member is assigned CMR/BMC status; and is normally in addition to CMR/BMC requirements. Unless otherwise specified, aircrew members in CMR or BMC positions may hold special capabilities/qualifications as long as any additional training requirements are accomplished.

## 1.5. Training Concepts and Policies:

1.5.1. Units will design training programs to achieve the highest degree of combat readiness consistent with flight safety and resource availability. Training must balance the need for realism against the expected threat, aircrew capabilities, and safety. This instruction provides training guidelines and policies for use with operational procedures specified in applicable flying/operations publications.

1.5.2. AETC TRSS at Kirtland AFB is the primary TRSS designated to support Rescue HC/MC-130 training. ACC Training Support Squadron (TRSS) will develop and validate training programs when/where tasked. Other MAJCOMs may submit requests for training program support to the HQ ACC/DO. If validated, these requests will be prioritized and tasked to ACC TRSS.

1.5.3. Design training missions to achieve combat capability in squadron tasked roles, maintain proficiency, and enhance mission accomplishment and safety. RAP training mission should emphasize either basic combat skills, or scenarios that reflect procedures and operations based on employment plans, location, current intelligence, and opposition capabilities. Use of procedures and actions applicable to combat scenarios are desired (e.g., appropriate use of code words, authentication procedures, combat tactics, safe recovery procedures, tactical deception, in-flight reports, threat reactions, Intel briefing/debriefing).

1.5.4. In-flight Supervision:

1.5.4.1. Unless specifically directed, the SQ/CC determines the level of supervision necessary to accomplish the required training. This may include the use of squadron supervisors to observe certain training events. If the mission objectives include introduction to tasks or instruction to correct previous discrepancies, then a qualified instructor from a like crew specialty may be required.

1.5.4.1.1. Instructor Training, Supervision, and Usage

1.5.4.1.1.1. Instructors will comply with requirements of this instruction, with special emphasis on attachment 4, Training Restrictions. All instructors should be CMR (squadron-level and below).

1.5.4.1.1.2. Every attempt should be made to ensure instructor continuity for crewmembers in initial, mission qualification, requalification, difference, or upgrade training. If more than 3 instructors are used, document the fact with a memo for record in the training folder.

**NOTE:** Squadron Commanders, Operations Officers, Flight Commanders, and Training Flight instructors will not be included in this limitation.

1.5.4.1.1.3. Normally, flight examiners should not evaluate students they have recommended for upgrade as instructors.

1.5.4.2. The following personnel must be supervised by an instructor from a like crew position when performing aircrew duties. See paragraph 4.6.5. for additional demanding sortie supervision requirements.

1.5.4.2.1. Non-current aircrew members.

1.5.4.2.2. Aircrew members in initial, difference, upgrade, or requalification flying training. Qualified crewmembers may continue to fly unsupervised in their current crew position.

1.5.4.2.3. Senior officers who have not completed initial qualification as outlined in **Chapter 2** (to include an appropriate flight evaluation), supervisory personnel as defined in AFI 11-202V1, or any other staff personnel the WG, OG, or SQ/CC designate as required to fly with an instructor.

**NOTE:** This paragraph does not preclude wing or group commanders from requiring other staff personnel to fly with an instructor.

1.5.4.3. The following flight training for pilots requires direct supervision from an instructor pilot (i.e., the IP must be at a set of controls) while performing aircrew duties:

1.5.4.3.1. All MQT flights.

**NOTE:** MQT does not include the mission qualification portion of AC or IP upgrade. See paragraph **6.3.3.** for additional AC upgrade supervision requirements.

1.5.4.3.2. Right-seat assault landing training for IP candidates.

1.5.4.3.3. Air refueling training (**Exception:** Mission IP upgrades flying in the right seat do not require direct supervision when a qualified pilot is in the left seat).

1.5.4.3.4. Unqualified/non-current pilots or senior officer pilots during critical phases of flight, or when an individual is regaining currency or qualification in specific events.

1.5.5. Aircrew members are not required to accomplish ground training except as required by this instruction, or AFI 36-2201, *Developing, Managing, and Conducting Training*.

1.5.6. FEs, LMs, and ACS are exempt from maintaining AF Form 623, **On-the-job Training Record**, according to AFI 36-2201, and appropriate AFSC Career Field Education and Training Plan.

1.5.7. The aircrew training cycle is 12 months; 1 Oct through 30 Sep. (ANG/AFRC maintain training cycle 1 Jul through 30 Jun.) Units will complete training requirements during the appropriate training cycle unless specifically excepted. (AETC: The training cycle is 1 Jan through 31 Dec)

## **1.6. Ready Aircrew Program (RAP) Policy and Management:**

1.6.1. Each RAP qualification level is defined by a total number of RAP sorties, broken down into mission types, plus specific qualifications and associated events as determined by the MAJCOM and unit commanders.

1.6.2. The total number of RAP sorties for a qualification level is the primary factor for maintaining an individual's qualification level. The breakout of sortie/mission types is provided as a guideline to be followed as closely as possible but minor variances are authorized. Variations in sortie/mission types may be used as a basis for regression by the SQ/CC. Qualification in a mission is determined by the SQ/CC considering the MAJCOM guidance and the individual's capabilities.

1.6.3. An effective RAP training sortie requires accomplishing a tactical mission profile or a building block type sortie. Each profile or sortie requires successfully completing a significant portion of the events applicable to that sortie type, as determined by the SQ/CC and [Attachment 2](#).

1.6.4. The SQ/CC's first priority should be to train all designated aircrew to CMR.

1.6.5. Progression from BMC to CMR requires:

1.6.5.1. A 1-month lookback at the higher sortie rate.

1.6.5.2. Qualification in all core missions required at CMR

1.6.5.3. Confirmation that the progressed aircrew member can complete the prorated number of sortie/event requirements remaining at CMR by the end of the training cycle.

1.6.5.4. Completion of mission-related ground training, to include a current verification or certification.

1.6.5.5. Squadron CC certification.

1.6.6. SQ/CCs will determine and assign aircrew members that will train for and maintain special capabilities or qualifications. Specialized training is normally accomplished in addition to baseline CMR/BMC sortie/event requirements.

1.6.7. Wing CMR and BMC aircrew members will fly the required monthly sortie rate. If unable, refer to regression, paragraph 4.7.

1.6.8. End of Cycle training requirements are based on the aircrew member's experience level on the last day of the current training cycle.

1.6.9. Units converting to another MDS may fly aircrew in CMR positions at the BMC rate until one month prior to the operationally ready date if the UTE rate will not support CMR sortie rates. CMR aircrew should be flown at a CMR rate for the month prior to IOC.

## **1.7. Training Sortie Program Development:**

1.7.1. RAP sortie and event requirements (see [Attachment 2](#) for definitions) apply to CMR and BMC aircrew as well as those carrying special capabilities or qualifications and are IAW the RAP tasking message. The standard sortie requirements at [Table 1.1](#) establish the minimum number of sorties per training cycle for BMC and CMR levels of training. The RAP tasking message takes precedence over this instruction, and may contain an updated sortie requirement or missions/events not yet incorporated in [Attachment 2](#).

1.7.2. Non-RAP requirements are in addition to RAP requirements. These sorties ensure basic aircrew skills are maintained.

1.7.3. Collateral or Cost of Business sortie requirements must be considered when developing unit flying hour programs. These sorties are not directly related to combat employment training but are necessary in day to day unit operations. These include but are not limited to ferry flights, incentive/orientation flights, deployments, and air shows. For the annual training cycle, the MAJCOM allocates a block of sorties to the unit for these purposes.

1.7.4. Unit flying hour programs are allocated a number of attrition sorties that compensate for non-effective training sorties. Non-effective sorties are logged when a training sortie, RAP or Non-RAP, is planned, but a major portion of valid training for that type of mission is not accomplished due to poor weather, air aborts, etc. In order to accurately allocate the number of attrition sorties, it is essential that non-effective sorties are logged appropriately.

**Table 1.1. Standard HC-130 RAP Sortie Requirements.**

	<b>Cycle</b>	<b>BMC (Inexp/Exp)</b>	<b>CMR (Inexp/Exp)</b>
<b>PILOT NAV (Annual)</b>	RAP Total	18/14	40/30 (31/24 ARC)
	3-Month Lookback	4/3	9/8 (6/4 ARC)
	1-Month Lookback	2/2	3/2 (2/2 ARC)
<b>FE LM ACS (Annual)</b>	RAP Total	12/12	16/12
	3-Month Lookback	2/2	4/3
	1-Month Lookback	1/1	1/1

**1.8. Training Records and Reports:**

1.8.1. Units will maintain aircrew records for individual training and evaluations IAW:

1.8.1.1. AFI 11-202V1, *Aircrew Training*

1.8.1.2. AFI 11-202V2, *Aircrew Standardization/Evaluation Program*

1.8.1.3. AFMAN 37-139, *Records Disposition Schedule*, Table 36-44

1.8.1.4. AFM 171-190V2, Section A through K

1.8.1.5. Appropriate MAJCOM directives.

1.8.2. Track the following information for all aircrew (as applicable):

1.8.2.1. Ground training.

1.8.2.2. Requirements and accomplishment of individual sorties, RAP sorties, sortie types, and events cumulatively for the training cycle.

1.8.2.3. RAP sortie requirements and accomplishment using 1-month and 3-month running totals for lookback.

1.8.2.4. Currencies.

1.8.2.5. Airdrop delivery records. Document all airdrops for navigators. Information maintained will be sufficient to compute event Circular Error Average (CEA).

1.8.3. Units may fill in AFORMS "NO DATE" with either the date of the last FTU of United States Air Force Weapons School (USAFWS) equivalent accomplished, or the unit mission certification date.

1.8.4. **Attachment 7** has guidelines for completing AF Forms 4022, **Aircrew Training Folder**, AF Form 4023, **Aircrew Progress Report**, AF Form 4024, **Training Accomplishment Report**, and AF Form 4025, **Summary and Close-out Report**.

**1.9. Not Used.**

### 1.10. Aircrew Utilization Policy:

1.10.1. Commanders will ensure wing/group tactical aircrew (RPI-1/2/6s) fill authorized positions IAW unit manning documents and that aircrew status is properly designated. The overall objective is that aircrew perform combat-related duties. Supervisors may assign aircrew to valid, short-term tasks (escort officer, FEB/mishap board member, etc.), but must continually weigh the factors involved, such as level of aircrew tasking, flying proficiency, currency, and experience. For inexperienced aircrew in the first year of their initial operational assignment, supervisors will limit the non-flying duties to those related to combat activities.

1.10.2. Duties required by various publications that may be assigned to CAF RPI-1/2 aircrew are weapons and tactics officer, programmer, flying safety officer, SOF, mobility/contingency plans, training (except AFORMS documentation), SQ Standardization/Evaluation Liaison Officer (SELO), squadron life support officer, electronic combat officer, and other duties directly related to flying operations. In some instances, such as squadron-assigned flying safety officers, RPI-1/2s may be attached to the wing. RPI-1/2s will not be attached to wing staffs or man wing staff positions unless total wing aircrew RPI-1/2 manning is 100 percent or better. CCs will ensure wing staff aircrew (RPI-6s) perform duties justified in MAJCOM manpower standards documents and authorized in UMDs.

1.10.3. Aircrew members will not perform long term duties which detract from the primary duties of training for, or performing the unit flying mission.

### 1.11. Sortie Allocation Guidance:

1.11.1. Inexperienced RPI-1/2 aircrew members should receive sortie allocation priority over experienced aircrew members. Priorities for sortie allocation are as follows:

1.11.1.1. Formal Training Units. Formal syllabus training, Instructor Upgrade, Instructor CT, authorized staff personnel not performing Instructor or SEFE duties (to include RPI-5 aircrew physicians not on IP orders).

1.11.1.2. Operational Units. CMR/RPI-1/2, MQT RPI-1/2, CMR RPI-6, MQT RPI-6, BMC (to include RPI 5 aircrew physicians).

1.11.2. Wing RPI/API-6 authorizations are IAW unit manning documents. Active duty wings converting to new Primary Mission Aircraft Inventory (PMAI) are authorized one SQ equivalent of additional RPI/API-6s during the conversion period. However, total wing staff flying the new aircraft shall not exceed total authorized for final conversion equipment.

1.11.3. RPI-8 rated personnel flying authorizations and Test Unit aircrews will be IAW AFI 11-401 and MAJCOM guidance. They will fly the BMC sortie rate, however they are not required to complete BMC specific missions/events or meet monthly lookback requirements. Units should provide assigned **RPI-6/8** flyers adequate resources to maintain minimum training requirements. However, RPI-6/8 flyer support will not come at the expense of the flying squadron's primary mission. **RPI-6/8** flyers will accomplish non-RAP requirements with allotted BMC sorties. If attached units cannot meet attached flyer requirements, they must request relief IAW AFI 11-401, ACC Sup. Units requiring flying hour adjustments for attached RPI-8 and applicable RPI-6 flyers must request program changes IAW ACCI 11-103.

1.11.4. There is no maximum sortie requirement for CMR aircrew. **Table 1.2.** defines the minimum and maximum Sortie Requirements for other aircrew. On occasion, unique operations may require

aircrew to fly more than the maximum number of sorties authorized however, this may impact training of other aircrew members.

**Table 1.2. Annual Sortie Requirements for Other Than RPI 1 Aircrew Members.**

<b>RPI Level</b>	<b>CT Status (Minimum Sortie Requirement)</b>	<b>Unit's Aircraft Code</b>	<b>Organization Level</b>	<b>Maximum Sortie Allowance (Inexperienced/Experienced)</b>
6	CMR	CC	Any	As required by qualifications
6	BMC	CC	Wing	P/N 24/20 FE/LM/ACS 18/16 (N/A AFRC)
6	BMC	TF	Wing	As required by PFT
6	BMC	CB	Wing	As determined by test program requirements
8	BMC	CB	Wing	P/N 24/20 FE/LM/ACS 18/16
8	BMC	CC, TF, or CB	Above Wing	P/N 24/20 FE/LM/ACS 18/16
5	BMC	CC, TF, or CB	All	If qualified and current in unit aircraft - P/N 24/20 FE/LM/ACS 18/16; Otherwise, IAW AFI 11-401 as supplemented
Any	BAQ	Any	Any	BMC Rate

### **1.12. Waiver Authority:**

1.12.1. Unless specifically noted otherwise in the appropriate section, waiver authority for requirements of the RAP tasking message and for all provisions in chapters 4, 5, and 6 of this instruction is the OG/CC. For all other provisions of this instruction, the waiver authority is MAJCOM/DOT, unless otherwise stated.

1.12.2. Units subordinate to a NAF will forward requests directly to MAJCOM DOT and provide their NAF DO with an informational copy.

1.12.3. Waivers to this instruction will be valid until the end of training cycle.

1.12.4. DELETED.

## Chapter 2

### FORMAL TRAINING

**2.1. General.** This chapter outlines Formal Training (IQT) of aircrew members into C-130 aircraft. Formal Training includes Basic (B course) and transition/requalification/senior officer (TX) training and normally will be conducted during formal syllabus courses at formal training unit (FTUs) squadrons whenever possible. In exceptional circumstances, when FTU training is not available within a reasonable time period, IQT may be conducted at the local unit IAW provisions of this chapter. This local IQT will be conducted using appropriate formal USAF Transition or Re-qualification Training Course syllabus tracks, flow programs, and requirements. When local IQT is authorized, the gaining MAJCOM assumes responsibility for the burden of providing this training locally. The following guidance applies only to other than formal course IQT.

#### **2.2. Approval/Waiver for Local IQT:**

2.2.1. MAJCOM/DO is approval authority to conduct local IQT, and is waiver authority to change the formal requirements of locally conducted IQT. Info HQ ACC/DOT. MAJCOM/CC is the approval authority for non-formal course IQT for colonel selects and above to be conducted at the unit to which the officer is assigned.

2.2.2. Requests to conduct local IQT will include the following:

- 2.2.2.1. Justification for the local training in lieu of formal course training.
- 2.2.2.2. Summary of individual's flying experience.
- 2.2.2.3. Date training will begin and expected completion date.
- 2.2.2.4. Requested exceptions to formal course syllabus, with rationale.

2.2.3. Successful completion of IQT requires the upgrading aircrew member to complete an aircraft qualification and instrument evaluation (as applicable) IAW AFI 11-202V2.

**2.3. Prerequisites.** Course prerequisites will be IAW the appropriate formal course syllabus and AFCAT 36-2223.

2.3.1. Train Prior Qualified Pilots (PQP), without previous C-130 experience, in the seat specified by Table 2.1.

2.3.2. All pilots with prior rotary wing flying time will be trained as copilots unless they have a minimum of 500 hours of fixed wing time (including UPT flying time). For those that meet the 500-hour prerequisite, refer to [Table 2.1](#).

2.3.3. DELETED.

**2.4. Ground Training.** Ground training may be tailored to the individual background and experience or peculiar local conditions. However, available and current reference materials such as AFTTP 3-3, *Combat Aircraft Fundamentals*, instructor guides, and audiovisual programs should be used as supporting materials to the maximum extent possible. Credit ground training accomplished during IQT toward the requirements of [Table 4.1.](#), for the same training cycle.



2.4.1. Aircrew members will successfully complete the appropriate AFCAT 36-2223 formal training course.

2.4.2. Unit commanders or appropriate ARC Ops Supervisors will obtain and use the currently approved formal school courseware:

2.4.2.1. Written Examinations. Satisfy requirements of AFI 11-202V2, and MAJCOM guidance.

2.4.2.2. Egress and Life Support Equipment Training. Complete training before the first flight IAW MAJCOM Life Support Directives.

## 2.5. Flying Training:

2.5.1. Mission sequence and prerequisites will be IAW the appropriate formal course syllabus flow chart.

2.5.2. Training will be completed within the time specified by the approved syllabus. Failure to complete within the specified time limit requires notification through channels to MAJCOM/DO (ANG: HQ ACC/DOT) with aircrew member's name, rank, reason for delay, planned actions, and estimated completion date.

2.5.3. Aircrew members in IQT will fly under instructor supervision until completing the qualification evaluation.

2.5.4. Formal course syllabus mission objectives and tasks are minimum requirements for IQT. However, additional training events, based on student proficiency and background, may be incorporated into the IQT program with authorization of the SQ/CC. Additional training due to student non-progression is available within the constraints of the formal course syllabus and may be added at the discretion of the SQ/CC.

2.5.5. All crew member requirements may be completed on training or operational missions under the supervision of an instructor in the same crew position.

2.5.6. Aircrew members training in units north of the 60 degree parallel who enter qualification training between 1 April and 1 August have until 31 October to complete required night training events.

## 2.6. IQT for Senior Officers:

2.6.1. All formal training courses for senior officers (colonel selects and above) will be conducted at the FTUs unless waived IAW paragraph 2.2.

2.6.2. Senior officers must meet course entry prerequisites and will complete all syllabus requirements unless waived IAW syllabus directives paragraph 2.2.1.

**Table 2.1. Qualification Flying Time Prerequisites.**

Total Flying Time <sup>1</sup>	Qualification Seat AF Form 8
0-999	Right/CP
> 800 (FAIP)	Left/FP
> 1,000	Left/FP
NOTE 1. For rotary-wing PQPs, see paragraph 2.3.2.	

2.6.3. Senior officers in training at the FTU are in formal training status. Unit duties will be turned over to the appropriate deputies of vice commanders until training is completed. The MAJCOM/CC must approve exceptions to this policy.

## Chapter 3

### MISSION QUALIFICATION TRAINING

**3.1. General.** The primary method of mission qualification training (MQT) is attending the FTU. Local MQT is a unit developed training program that upgrades newly assigned aircrew to BMC or CMR to accomplish the unit mission. Guidance in this chapter is provided to assist the unit in developing their local MQT program. Units are allowed to further tailor their program for all aircrew, based on current qualification, experience, currency, documented performance, and formal training. Applicable portions of MQT may be used to create a requalification program for aircrew who have regressed from BMC or CMR to specifically address deficiencies which caused regression.

3.1.1. Qualifications and flight evaluations may be accepted from other MAJCOMs, if they meet the MAJCOM and unit standards.

3.1.2. Local MQT requirements for upgrading FTU graduates may be reduced commensurate to the quality and quantity of MQT received at the FTU. If these graduates received a mission evaluation at the FTU, they do not require an initial local mission evaluation. Instead, their local MQT program should consist only of ground and flying training unique to the unit. Direct instructor supervision is only required for items not previously evaluated at FTU. Upon completion of this training, the aircrew members will be certified BMC or CMR by the SQ/CC.

3.1.3. Pilots, navigators, FEs, and loadmasters will be current and qualified in C-130 type aircraft prior to beginning mission qualification training.

3.1.4. Pilots will meet the flying hour requirements listed in [Table 3.1](#).

3.1.5. All crew members must complete initial qualification IAW [Chapter 2](#) of this instruction before entering mission qualification training. Crew members non-current or unqualified in BMC events listed in [Chapter 2](#) of this instruction may not maintain mission qualification according to this chapter.

3.1.6. Accomplish in-unit training using the formal school courseware. Request the courseware through command channels from HQ ACC/DOT.

3.1.7. Approval/Waiver for In-Unit MQT. MAJCOM/DO (ANG: HQ ACC/DOG).

3.1.8. Intracommand and Intercommand Transfer of Aircrew Members. The gaining organization will honor validated pre-transfer training and use this to determine the appropriate training phase where the newly assigned aircrew member is placed. Consider aircrew personnel qualified throughout the force in the same mission design series (MDS) of ACC/PACAF active duty or gained units when used for the same mission. Complete conversion training for a change in aircraft series. For intracommand and intercommand transfers and exchange officers, instructor training and qualifications may be accepted at the discretion of the gaining unit commander. These personnel must be transferring to the same weapons system.

3.1.9. Newly assigned aircrew members will complete training in events in which they are not current.

3.1.10. Newly assigned aircrew members who are qualified do not require completion of instrument, qualification, or mission evaluations prior to performing the mission.

3.1.11. Senior Officer Qualification. Defined as follows:

3.1.11.1. Senior personnel, colonels and above, who are occupying positions designated as requiring operational flying.

3.1.11.2. Wing/vice wing commanders, group/deputy group commanders who qualify in an HC-130 will accomplish all training required by this volume. Training, qualification, and certification of these individuals will occur within the first 180 days (N/A ANG, AFRC) after assuming the assignment. Training will be according to AFCAT 36-2223 and applicable chapter(s) of this instruction.

3.1.11.3. Senior officers occupying a primary position performing "in-seat" flight evaluations for unqualified pilots/navigators will qualify as follows: The senior officer must complete initial, instructor, and appropriate specific qualification courses. See AFCAT 36-2223 and appropriate chapter of this instruction for initial and/or requalification requirements.

3.1.11.4. Senior officers who will occupy a primary crew position and perform flight duties when accompanied by an instructor will complete the appropriate senior officer (short) course.

3.1.12. Individuals will start flying training within 45 days, after reporting for duty (ANG, AFRC: 45 days begins with the first scheduled UTA weekend), IAW AFI 11-202V1 or completing initial qualification training. Crewmembers will complete in-unit mission qualification training within 90 days (180 days for ANG, AFRC) of starting training. Failure to complete MQT within the specified time interval requires notification through chain of command to MAJCOM/DO (ANG: HQ ACC/DOG) with aircrew member's name, rank, reason for delay, planned actions, and estimated completion date.

3.1.13. Aircrew members may begin mission qualification ground training after finishing initial qualification training requirements and while waiting for their initial qualification flight evaluation. However, do not begin mission qualification flight training until successful completion of all basic qualification training, evaluation, and corrective actions.

3.1.14. Pilots will qualify in the HC-130 using the C-130 pilot mission qualification - single ship (PMS) course and HC-130 Pilot Mission Qualification Rescue (PMQ-R) course. Pilots who are unqualified for two to five years may use the Aircraft Commander Mission Requalification Course (PRK) instead of the PMS course. Navigators and loadmasters will qualify using the appropriate C-130 mission qual and HC-130 mission qual-rescue courses. Flight engineers will qualify using the MC-130PFEMQR course. ACS will qualify using the MC-130PCSOMQR course.

3.1.15. Requalify aircrew members IAW [Table 4.5](#).

**3.2. Ground Training.** Complete all applicable ground training, [Table 3.2](#), and [Table 3.3](#), of this instruction, Aircrew Training System (ATS) academic training, and all Night Vision Goggle (NVG) ground training before flight training. Use 58 OG courseware for NVG ground training. Credit ground training accomplished during MQT toward the requirements of [Table 4.1](#), for the same training cycle.

3.2.1. Unit Indoctrination Training. Each newly assigned aircrew member will complete a Unit indoctrination program before certification or performing primary aircrew duties unless under the supervision of an instructor. Design training to prepare newly assigned aircrew members for the unit's operational mission. As a minimum, training should consist of ground training, and a local tactical training flight. Squadron commanders or appropriate ARC Ops Supervisors are responsible for the

accomplishment of this training for all assigned and attached aircrew members and will design a program to meet the requirements unique to unit operations. Ground training will include a how-to lesson on electronic combat systems including ADS, HAVE QUICK, Secure Voice, and Mode IV, and RWR (as applicable).

3.2.2. Initial Verification Training. Designed to incorporate all wartime related aircrew training events and provide the experience necessary to plan for the unit's wartime mission. Aircrew members must complete initial verification training and complete their verification within 90 days (ANG, AFRC: 180 days) of attaining CMR status. Unit Tactics offices will develop initial verification training IAW [Attachment 3](#).

3.2.3. Initial CW Training (ICWT). Designed to ensure aircrew proficiency in the overall use of CW protective ensemble and to familiarize aircrews with combat capabilities while wearing CW equipment. Aircrews must complete ICWT NLT 90 days from completion of MQT. Aircrews who achieved ICWT in previous tours in that MDS are not required the ICWT Flight.

### 3.3. Flying Training:

3.3.1. FTU Aircraft Commander Graduates Transferred from Other Weapon Systems. Enter prior qualified pilots (PQP) in a unit training program designed to season and experience them as aircraft commanders. Do not downgrade and fly strictly as copilots as left seat experience and seasoning is vital to aircraft commander progression and experience. Ensure PQPs performing copilot duties are adequately trained in copilot systems and mission knowledge prior to flying unsupervised in the right seat. With a minimum of 100 hours PAA (waiver authority OG/CC), SQ/CC recommendation, and OG/CC certification, PQPs may command higher headquarters directed missions. Prior to in command code certification continuation training will consist of the following: PQP will maintain Non-RAP events ([Table 4.6.](#)) and currencies ([Table 4.7.](#)) in the left seat. RAP sorties and events may be logged while performing copilot duties in the right seat except: pilots maintain assault operations and single ship recovery sorties and events in the left seat under the direct supervision of an IP. Instrument qualification evaluations will be given in the left seat. Upon completion of the 100 hours, unit qualification requirements, SQ/CC recommendation, and OG/CC certification, these pilots are qualified to command all missions.

3.3.2. Loadmasters. High winds or non availability of parachutists may cause loadmasters (LM) to complete the ATS mission qualification course without obtaining actual personnel airdrop qualification. In either case, use Standard Airdrop Training Bundle (SATB) for LM training and evaluation during flight training. Document the substitution IAW AFI 11-2HC-130V2, *HC-130 Aircrew Evaluation Criteria*. Accomplish final certification for personnel airdrop in-unit under the supervision of an instructor or flight examiner on an actual static line personnel airdrop.

3.3.3. Assault Landing Training. Conduct assault landing and takeoff qualification training on an approved assault strip.

3.3.4. Initial Chemical Warfare Task Qualification Training (CWTQT). Applicable to units identified to be stationed in or subject to deployment or operations through a chemical threat area (CTA) as defined in AFRPD 32-40, *Disaster Preparedness*; and AFI 32-4001, *Disaster Preparedness Planning and Operations*, and AFI 32-4002, *Hazardous Material Emergency Planning and Response Compliance*. Crew members will wear the CBO mask, helmet, filter pack, cotton, butyl, and nomex gloves.

Units may conduct this training for pilots, navigators, and flight engineers in conjunction with Mission Oriented Simulator Training (MOST) or annual refresher training.

3.3.4.1. CWTQT in the Aircraft. When initial CWTQT is conducted in the aircraft, an instructor, not wearing chemical warfare gear, is required for each crew position manned by an individual wearing chemical warfare gear. When conducting refresher CWTQT in the aircraft, an instructor is not required. At no time will both pilots wear chemical gear at the same time. Recommend when the FE is wearing his chemical gear that the pilots do not, unless a second FE is on board. A qualified LM will act as a safety observer during loading and unloading operations.

3.3.4.2. Pilot, Navigator, FE, and ACS. All checklists from before taxi through after-takeoff with at least 30 minutes of flight. Pilots will fly at least one approach and landing.

3.3.4.3. Loadmaster. LMs should accomplish CWTQT during LM refresher training. LMs will load pyrotechnics or rig an MA-1 kit to meet this requirement.

3.3.4.4. Other Crew Members. Will demonstrate proficiency or ability to perform wartime duties.

**Table 3.1. MQT Flying Time Prerequisites.**

Total Flying Time	Qualification Seat AF Form 8
0-999	Right/MC
> 800 (FAIP)	Left/MP
> 1,000	Left/MP
<b>NOTE:</b> At unit commanders discretion, any candidate can be trained in the right seat for MQT, if consistent with IQT right seat qualification.	

**Table 3.2. Ground Training (if not accomplished at FTU).**

SUBJECT	CREW POSITION
<b>One-Time Training:</b>	
Aeromedical Rigging	P, N, L
Combat Rescue Coordination Center	P, N
Pilot Weather Avoidance APN 59	P
<b>Initial Training:</b>	
ALE 40/47, AAR 47	All
ALR-69	P,N,E
Have Quick Familiarization	P, N, C
Secure Communication Fam	P, N, C
IFF/SIF Mode IV	P, N, C
<b>NOTES:</b> Aircrew Members: P-Pilot, N-Navigator, E-Flight Engineer, L-Loadmaster, C-ACS,	

**Table 3.3. One-Time Ground Training at Unit.**

SUBJECT	PRIOR TO <sup>2</sup>	CREW POSITION <sup>1</sup>
Pilot/FE Weather Avoidance other than APN 59	CMR	P, E
Fire Ext		ALL AIRCREW
Unit Indoc Tng	CMR or fly with instructor	ALL AIRCREW
<b>NOTES:</b> 1. Aircrew Members: P-Pilot, N-Navigator, E-Flight Engineer, L-Loadmaster, C-ACS2. These crew members can perform local and unilateral training only.3. Within 180 days of CMR for AFRC/ANG units.		

**3.3.5. Use of C-130 variant aircraft for training accomplishment.** Units with access to C-130 variant aircraft (i.e: C-130E, WC-130, etc.) may use the following guidelines for accomplishing RAP training events:

Pilot - may log demanding sortie, day low level, NVG low level, assault takeoff, assault landing, night assault landing, tactical airdrop, unfamiliar route, SS random steep, SS random shallow, non-demanding sortie, combat skills sortie.

Navigator - may log demanding sortie, day low level, NVG low level, total tactical airdrop (SATB and HALO actual personnel only), night tactical airdrop (SATB and HALO actual personnel only), unfamiliar route, combat skills sortie.

Flight Engineer - may log NVG low level, combat skills sortie.

Loadmaster - may log tactical airdrop (SATB and HALO actual personnel only), actual personnel (HALO actual personnel only), combat skills sortie.

Airborne Communication Specialist (ACS) - may not log events.

## Chapter 4

### CONTINUATION TRAINING

**4.1. General.** This chapter specifies ground and flying training requirements for CMR, BMC, and BAQ aircrew. Aircrew must be qualified IAW AFI 11-202V2. Additionally, they must complete IQT to fly in BAQ status; and MQT to fly in BMC or CMR status.

**4.2. Ground Training.** Ground training accomplished during IQT/MQT may be credited toward CT requirements for the training cycle in which it was accomplished. The following programs comprise ground training only.

4.2.1. Physiological Training. IAW AFI 11-403 and MAJCOM supplements.

4.2.2. Instrument Refresher Course. IAW AFI 11-202V2 and/or AFMAN 11-210, *Instrument Refresher Course (IRC) Program*, and MAJCOM supplements

4.2.3. Life Support. Includes egress, hanging harness, personal survival equipment, aircrew chemical warfare ensemble training, and local/deployment survival IAW MAJCOM life support directives.

4.2.4. Survival, Evasion, Resistance, and Escape (SERE) Code of Conduct Continuation Training (CoCCT). SERE CoCCT will be conducted IAW AFI 36-2209, *Survival And Code of Conduct Training*, and MAJCOM supplements thereto, AFI 11-301, *Life Support Programs*, and ACCR 200-1, *ACC Unit Intelligence Functions and Responsibilities*. SERE CoCCT will be a coordinated Intelligence, Life Support, and SERE Specialist effort.

4.2.5. Situational Emergency Procedures Training (SEPT). This training is not an evaluation, but a review of abnormal/emergency procedures and aircraft systems operations/limitations during realistic scenarios. One aircrew member should present a situation and others discuss actions necessary to cope with the malfunction and carry it to a logical conclusion. BOLDFACE and squadron special interest items should be emphasized.

4.2.5.1. (ACC) Incorporate the following elements into squadron SEPT training programs:

4.2.5.2. SQ/CC involvement in the selection of a monthly SEPT topic.

4.2.5.3. Develop SEPT scenarios using C-130 mishaps/incidents as baseline cases.

4.2.5.4. Discuss two EPs during SEPT sessions covering various phases of flight.

4.2.5.5. This training will be accomplished each calendar month. Failure to accomplish by the end of the month will result in grounding until subsequently completed.

4.2.5.6. SEPTs should normally be accomplished in small crew-sized groups in order that all members participate to the full extent responding to emergency situations.

4.2.5.7. Completion of a Weapon System Trainer (WST) EP profile satisfies the monthly SEPT requirement.

4.2.5.8. Formal course student SEPTs may satisfy the monthly SEPT requirement for the IP who administers this training.

4.2.6. Accomplish ground training IAW [Table 4.1](#).



4.2.7. **Verification.** Continuation verification updates aircrew on their squadron's wartime mission. Each aircrew will participate in a squadron initial/continuation verification every 18 months. Aircrew who participate in a unit deployment to a Designed Operational Capability (DOC)-tasked theater of operations may receive credit for continuation verification provided all the requirements in [Attachment 3](#) are satisfied.

4.2.8. **Intelligence.** The intelligence training program will be closely aligned with the unit weapons and tactics training program. The focus and extent of academic training will be determined by the OG/CC and will be aligned with projected wartime tasking, threats, and unit equipment. In addition to threat knowledge, aircrew training will include:

4.2.8.1. **Escape and Recovery.** E&R training will prepare aircrew for the possibility of evasion, captivity and escape in hostile territory.

4.2.8.2. **Collection and Reporting.** C&R training will enable aircrew to initiate aircrew-originated reports (INFLTREP, CIRVIS, etc.) and will familiarize them with the information requirements of the intelligence-generated MISREP and INTREP.

4.2.8.3. **Current Intelligence.** Current Intelligence is mandatory and will cover significant military/political developments (including threat updates) in the squadron's mission areas of interest.

4.2.8.4. **Use guidance contained in AFI 14-105, *Unit Intelligence Mission and Responsibilities*, to develop and manage unit intelligence training programs. The OG/CC will determine aircrew testing requirements for intelligence and EC training.**

4.2.9. **Hostile Environment Repair.** All FEs will receive an initial indoctrination course. Initial training will be hands-on where feasible. Refresher will be in conjunction with the engineer systems refresher course and is an integral part of the ATS courseware.

4.2.10. **Pyrotechnic Training.** Training applies to all ACS and LMs. Conduct familiarization training according to FTU procedures. See technical orders 11A10247, 11A10267, 11A10277, and 11A10287 and AFI 11-2HC-130V3.

4.2.11. **Self-Aid and Buddy Care.** Training is IAW AFI 36-2238, *Self-Aid and Buddy Care Training*. This training is normally accomplished during Combat Survival training (LS02).

4.2.12. **Small Arms.** IAW AFI 36-2226, *Combat Arms Training and Maintenance (CATM) Program*. Consider FEs, loadmasters, ACS, Category B for training and all other aircrew Category C.

4.2.13. **Use of Force.** Consider FEs, loadmasters, ACS, Group B and all other crew members Group C IAW AFI 31-207, *Arming and Use of Force by Air Force Personnel*.

4.2.14. **Authentication and Operations Code Systems.** Units will conduct training using ATS courseware or develop appropriate local training programs. Pilots, navigators, and flight engineers will maintain proficiency in the use of all operations codes.

4.2.15. **Combat Survival Training.** Accomplished IAW MAJCOM life support directives. Arctic survival fills this requirement. This training incorporates Self Aid and Buddy Care.

4.2.16. **Pilot Instrument Refresher (IRC) Training (PIR).** For bases under the ATS contract, this course and the instrument examination fulfill the AFI 11-202V2 and/or AFMAN 11-210 requirements for training. For bases not under the ATS contract, AFI 11-202V2 requirements apply. Satisfactory

completion of the C-130 ATS qualification or requalification course will satisfy the IRC requirement for the qualification/requalification checkride (N/A for in-unit upgrades).

4.2.17. Navigator Instrument Refresher (NIR). Accomplish using ATS courseware. At overseas locations, navigators will return to continental United States (CONUS) bases to complete NIR along with the navigator refresher course.

4.2.18. Flying Safety Training. Conducted by the wing/group flying safety office. Commanders or appropriate ARC Ops Supervisors will ensure that any aircrew not attending the training will read and sign-off the training notes.

4.2.19. **Pilot Simulator Refresher (PSR) and FE Simulator Refresher (FSR) Courses.** Pilots and FEs will complete annual simulator refresher provided by the ATS contractor. Simulator training should be scheduled to occur within the 12 month training cycle. Satisfactory completion of the C130 ATS or 58 OG qualification or requalification course within the eligibility period will satisfy the simulator refresher course requirement. **NOTE:** AFRC C-130 pilots and FEs will attend an annual simulator refresher course as designated by HQ AFRC/DOT.

4.2.20. **Navigator Refresher Training (NRT).** Navigators will complete the annual refresher course as provided by the ATS contractor. Simulator training should be scheduled to occur within the 12 month training cycle. Accomplish the flight portion of this course in the operational flight simulator or satellite navigator station (SNS). Schedule navigators from overseas locations to return to CONUS simulator sites for refresher training, instrument refresher, MOST, and Cockpit Resource Management (CRM). NRT training should include overwater refresher procedures and SAR procedures review.

4.2.21. **Flight Engineer Systems Refresher Training.** FEs will complete an annual ground training course covering selected aircraft systems provided for in ATS contractor courseware. Primary training should be accomplished at the flight engineer systems refresher course at the FTU (as an alternate, training may be accomplished using formal courseware in-unit). Training is designed to improve the FE's technical knowledge of aircraft systems, operational procedures and unit mission.

4.2.22. Loadmaster Refresher Training (LRT). All LMs will annually attend LM refresher training. LMs will complete refresher IAW ATS courseware. LMs may satisfy this requirement by completing the basic qualification course.

4.2.23. **ACS Refresher Course.** ACS will complete the annual refresher course. As a minimum, ACSs must complete CRM and systems review. Accomplish training in the satellite navigation station (N/A ARC). (RATIONALE: consistency, MOST definition does not include ACS or LM).

4.2.24. NVG Academic Refresher. All crew members will accomplish NVG refresher training annually.

4.2.25. Anti-Hijacking. Biennially

4.2.26. Protection of the President. PCS inbound IAW AFR AFI 71-101, *Criminal Investigations Counterintelligence, and Protective Service Matters* (formerly AFR 124-16).

4.2.27. Standards of Conduct. Annually IAW DODD 5500.7.

4.2.28. Law of Armed Conflict. Annually IAW AFI 51-401, *Training and Reporting to Ensure compliance With the Law of Armed Conflict*.

4.2.29. Code of Conduct. Accomplish with CST IAW AFI 36-2209, *Survival and Code of Conduct Training*.

4.2.30. Mission-Oriented Simulator Training (MOST). This training includes instruction in CRM and is designed to train crew coordination, communications, decision-making, leadership, and management skills through the planned use of full mission simulation. Aircrew members fly structured airland, overwater, or tactical mission scenarios in realistic mission environments. MOST training should be accomplished along with simulator refresher training. The training usually consists of two simulators, MOST and a combat mission scenario. CRM is an integral part of simulator refresher and is not a stand-alone course. Satisfactory completion of the C-130 ATS qualification or requalification course within the eligibility period satisfies the MOST/CRM requirement. MQT graduates have a 6-month grace period from the MQT completion date for accomplishing MOST. ANG/AFRC wing commanders may substitute a 3-day simulator program if all the requirements of MOST are accomplished.

4.2.31. **Crew Resource Management (CRM).** Units will participate in MAJCOM established CRM CT. Training builds upon the basic cockpit management skills taught in SUPT/SUNT and FTU's. Each aircrew member is required to participate in one session every 24 months.

4.2.32. **US/Russia Prevention of Dangerous Military Activities.** Initial, annual refresher, and pre-deployment training for the prevention of Dangerous Military Activities will be conducted to ensure that all pilots are familiar with the agreement and the implementing provisions contained in CFCSI 2311.01. The procedures for the Prevention of Dangerous Military Activities between the U.S. and Russia section of the Flight Information Handbook

4.2.33. **Weapons/Tactics Academic Training.** Unit Weapons and Tactics Officers will establish a weapons tactics academic training program to satisfy MQT and CT requirements. Training is required semiannually (ANG/AFRC: annual) and requires successful completion of an examination (85 percent minimum to pass). Use testing to the maximum extent possible to validate qualification. Aircrews that fail this examination will be brought to the attention of the squadron commander, given additional training and be required to pass another examination. Audiovisual programs may be used in place of or in conjunction with academic instruction. Instruction and tests may be classified and should include information from AFTTP 3-1 Volumes 1, 2, and 33. Topics will include but are not limited to: Alert and scramble procedures, terminal operations, hostile environment air refueling, use of airborne command and control assets, SANDY MDS capabilities, authentication procedures, all levels of ROE, safe passage, evasive maneuvering and hostile ECM/friendly ECCM tactics.

**Table 4.1. Ground Training.**

<b>MOBILITY TRAINING</b> <b>These items required for mobility units or units that generate in place.</b>				
<b>SUBJECT</b>	<b>FREQUENCY</b>	<b>REFERENCE DIRECTIVE</b>	<b>GROUNDING</b>	<b>AFFECT CMR/BMC</b>
Chemical Warfare Defense Training-- Ground Crew Ensemble (N/A CB, TF, and ADF coded units)	Initial and Annual	AFPD 32-40, AFI 32-4001, AFI 32-4002	No	No

Handgun Training (Refer to Note 2 for group designations)	Initial/Requal Group B-annual- Group C- 2 yrs AFRC/ANG: Group B – 2 yrs- Group C - 3 yrs	AFI 36-2226 (AFRC: 28APR98MSG ANG: AFI 36-2226/ANG Sup 1)	No	Yes
ISOPREP Review	Semiannual	AFI 14-105	No	Yes
Intelligence Training	Annual	AFI 11-2HC-130V1, AFI 14-105 and AFI 14-105 Sup 1	No	Yes
Anti-Hijacking Training	Biennial	AFI 13-207 (FOUO)	No	No
<b>AIRCREW TRAINING</b>				
Physiological Training (Altitude Chamber)	Every 3 or 5 years as applicable	AFI 11-403	Yes	No
Instrument Refresher (P/N)	PERIODIC	AFMAN 11-210 and AFI 11-202V2, as supplemented	No	No
Life Support Training		AFI11-301 as supplemented		
a. Egress Training	Annual		Yes	No
b. Hanging Harness	Note 1		Yes	No
c. Life Support Equip Training	Annually		No	No
d. Combat Survival Training (CST) (N/A CB, TF, and ADF coded units)	Note 1		No	Yes
e. Water Survival Training	Note 1		No	No
f. Local area Survival Training	Initial		Yes	No
Initial Chemical Warfare Defense Training--Aircrew Ensemble (N/A CB, TF, and ADF coded units)	Prior to 1st CW Flight	AFI 11-2HC-130V1, Chapter 3.	No	Yes

Annual Chemical Warfare Defense CT Aircrew Ensemble (N/A CB, TF, and ADF coded units)	Annually	AFI 11-2HC-130V1, Chapter 4	No	Yes
Simulator (WST) Training	Annual	AFI 11-2HC-130V1, Chapter 4	No	Yes
FE System Refresher	Annual	AFI 11-2HC-130V1, Chapter 4	No	Yes
LM Refresher	Annual	AFI 11-2HC-130V1, Chapter 4	No	Yes
Situational Emergency Procedures Training (SEPT)	Monthly	AFI 11-2HC-130V1, Chapter 4	Yes	No
Verification	24 Months	AFI 11-2HC-130V1	No	Yes (No BMC)
Weapons/Tactics Academics	Annual	AFI 11-2HC-130V1	No	Yes
Marshaling Exam	Initial and after a PCS	AFI 11-218	No	No
Flying Safety Training	Once per quarter	AFI 91-202	No	No
Supervisor Safety Training	Initial Only	AFI 91-301	No	No
Hostile Environment Repair (FE only)	Annual	AFI 11-2HC-130V1	No	No
CRM	Biennial	AFI 11-2HC-130V1, Chapter 4	Yes (Waiverable by OG/CC)	No
MOST (except LM, ACS)	Annual	AFI 11-2HC-130 V1	No	No
NVG Academics	Annual	AFI 11-202 V1	No	No
<b>AIR FORCE AWARENESS PROGRAM TRAINING</b>				
Protection of the President and Others	After PCS	AFI 71-101 V2	No	No
US/Russia Prevention of Dangerous Military Activities	Initial/Annual and Pre-deployment	CJCS 2311.01	No	No
Fire Extinguisher	Initial upon PCS	AFOSHSTD 91-56	No	No
Code of Conduct	Biennial	AFI 36-2209	No	No

Law of Armed Conflict	Annual	AFPD 51-4, AFI 51-401	No	No
Substance Abuse Education	After PCS	AFI 44-121	No	No
Military Equal Opportunity Newcomers' Orientation	After PCS	AFI 36-2706	No	No
Force Protection	Annually or NET 6 months prior to deploy.	AFI 31-210	No	No

**Notes:**

1. ACC--Biennial; AFRC, ANG--Triennial
2. Engineers, Loadmasters, and Airborne Communication Specialists
3. Briefed on theater ROE before arming for wartime mission

**4.3. Flying Training.** All aircrew members will accomplish the requirements as shown on [Table 4.6](#). Failure to accomplish these requirements will not affect BMC, or CMR status but may require additional training as determined by the SQ/CC. If any sortie or event requirement from [Table 4.6](#), is subsequently added in the RAP tasking message, it becomes a requirement for BMC or CMR status (as specified in the RAP Tasking Message). Do not credit events flown in the simulator toward [Table 4.6](#), requirements, except as noted in the table. In addition, the following are required:

4.3.1. Basic Aircraft Qualification (BAQ) Requirements:

4.3.1.1. Qualification Evaluation IAW AFI 11-202V2 (AFI 11-2HC-130V2).

4.3.1.2. Currencies (as applicable) IAW paragraph [4.6](#).

4.3.1.3. Sorties/Events IAW [Table 4.6](#).

4.3.1.4. BAQ aircrew will fly a supervised sortie (squadron supervisor or instructor) at least once every 60 calendar days. In addition, if a BAQ aircrew does not fly for 30 days, the next sortie must be flown with an instructor.

4.3.1.5. BAQ aircrew that remain in BAQ status for more than 6 months will be grounded (except general officers).

4.3.1.6. PQPs, trained in the left seat at the FTU, will maintain all Non-Rap events and currencies in the left seat prior to in command code certification, IAW paragraph 3.7.1.

4.3.2. Basic Mission Capable (BMC) Requirements:

4.3.2.1. Qualification and Mission Evaluations IAW AFI 11-202V2 (AFI 11-2HC-130V2).

4.3.2.2. Currencies (as applicable) IAW paragraph [4.6](#).

4.3.2.3. Sorties/Events IAW [Table 4.6](#).

4.3.2.4. BMC aircrews fly RAP sorties and/or events as required by the RAP Tasking Message and as authorized by the SQ/CC, based on their PMAI experience and proficiency.

- 4.3.2.5. Ground training related to applicable RAP sorties/events.
- 4.3.2.6. RAP sorties, mission types, and events, including weapons qualifications IAW the procedures set forth in this volume and the MAJCOM RAP tasking message.
- 4.3.3. Combat Mission Ready (CMR) Requirements:
  - 4.3.3.1. Performance satisfactory to the SQ/CC.
  - 4.3.3.2. Qualification and Mission Evaluations IAW AFI 11-202V2 (AFI 11-2HC-130V2).
  - 4.3.3.3. Sorties/Events IAW [Table 4.6](#).
  - 4.3.3.4. Sortie rate (lookback) IAW [Table 1.1](#) and paragraph 4.7.1.4.
  - 4.3.3.5. RAP sorties, mission types, and events, set forth in this instruction and the MAJCOM RAP tasking message. (Failure to accomplish RAP-tasked mission types may be waived by the SQ/CC as long as total RAP sorties are accomplished. Report waiver IAW paragraph 1.12.8.)
  - 4.3.3.6. Currencies (as applicable) IAW paragraph [4.6](#).
  - 4.3.3.7. Ground training IAW [Table 4.1](#).
  - 4.3.3.8. Chemical Warfare Task Qualification Training (CWTQT). Applicable to units identified to be stationed in or subject to deployment or operations through a chemical threat area (CTA) as defined in AFRD 32-40, and AFIs 32-4001 and 4002. Crew members will wear the CBO mask, helmet, filter pack, cotton, butyl, and nomex gloves. Units may conduct this training for pilots, navigators, and flight engineers in conjunction with MOST or annual refresher training.
    - 4.3.3.8.1. When conducting CWTQT in the aircraft, an instructor is not required. At no time will both pilots wear chemical gear at the same time. Recommend when the FE is wearing his chemical gear that the pilots do not, unless a second FE is on board. A qualified LM will act as a safety observer during loading and unloading operations.
    - 4.3.3.8.2. Pilot, navigator, FE, and ACS. All checklists from before taxi through after takeoff with at least 30 minutes of flight. Pilots will fly at least one approach and landing.
    - 4.3.3.8.3. Loadmaster: LMs should accomplish CWTQT during LM refresher training. LMs will load pyrotechnics or rig an MA-1 kit to meet this requirement.
    - 4.3.3.8.4. When initial CWTQT is conducted in the aircraft, an instructor, not wearing chemical warfare gear, is required for each crew position manned by an individual wearing chemical warfare gear.
- 4.3.4. Special Capabilities/Qualification Requirements:
  - 4.3.4.1. Specialized training IAW [Chapter 6](#) and guiding syllabi.
  - 4.3.4.2. Sortie requirements IAW the RAP tasking message.
  - 4.3.4.3. Failure to accomplish the requirements specified in this document or the RAP tasking message requires loss of designation/qualification.
  - 4.3.4.4. Re-certification/Re-qualification is IAW [4.10](#).
- 4.3.5. Designated Training (TF-Coded)/ Designated Test (CB-Coded) Aircraft Unit Requirements:

4.3.5.1. Aircrew assigned/attached to TF or CB coded units will accomplish the non-RAP BMC requirements as shown on [Table 4.6.](#) or [Table 4.7.](#), as applicable. For instructors, failure to accomplish these requirements will not affect instructor status, but will require additional training as determined by the SQ/CC prior to resuming instructor duties in the delinquent event.

4.3.5.2. Mission/Instructor Evaluation, as applicable, IAW AFI 11-202V2.

4.3.6. Supervisory Aircrew Personnel Requirements. This paragraph applies to officers, colonel and above, occupying positions designated as requiring operational flying (**Exception:** Officers assigned to standardization and evaluation function.) Comply with AFI 11-202V1 and the following:

4.3.6.1. Supervisory Aircrew Personnel. Commanders and their deputies who supervise an HC-130 unit, and are not maintaining a qualification in the HC-130 or are non-current will fly under the direct supervision of an instructor.

4.3.6.2. Supervisory personnel who initially accomplish a senior officers' course or commanders and key staff course, but have not completed all requirements to be qualified, will fly under direct supervision of an instructor.

#### 4.4. Special Categories:

4.4.1. Flight Surgeon (FS). FS flying rates and requirements will be IAW AFI 11-202V1.

4.4.2. MAJCOM and NAF RPI-8 Aircrews: (ANG: Responsibilities for RPI-8/staff flyers are contained in AFI 11-401 as supplemented by the ANG.)

4.4.2.1. Mission Directed Training (MDT) for HHQ personnel (other than that conducted in support of a formal inspection) requires coordination with the supporting unit. MAJCOM Division Chiefs and NAF/DO are reviewing authorities for assigned personnel. They will:

4.4.2.1.1. Coordinate with the supporting agency to ensure appropriate AFORMS data is maintained and provided IAW AFI 11-401.

4.4.2.1.2. Review assigned crew member accomplishments and currencies prior to authorizing crew members to participate in MDT.

4.4.2.1.3. Provide each crew member with written documentation specifying the sortie types and events the crew member is authorized to fly.

4.4.2.2. HHQ flying personnel maintaining BMC status are exempt from academic ground training, NAAR, CW training, and special training programs within authorized mission areas. Specific currencies will be provided to the host squadron and HHQ supervisors will determine pilot qualifications to participate in squadron scenarios for MDT.

4.4.2.2.1. Crew members will:

4.4.2.2.1.1. Review accomplishments and currencies for accuracy.

4.4.2.2.1.2. Submit qualification/authorization documentation to the supporting SQ/CC or operations officer prior to flying with that squadron.

4.4.2.2.1.3. Evaluate the demands of each mission scenario and ensure that their ability/proficiency will not be exceeded.



4.4.2.3. Instructor-qualified crew members may perform instructor duties, with the concurrence of the OG/CC, if qualified and current for the applicable missions/events.

**4.4.3. Active Duty Crew Members Flying with ANG or AFRC Units:**

4.4.3.1. Wing/group air advisor rated personnel on duty with operational training units will maintain CMR/instructor status, as appropriate, and may be qualified as a SEFE.

4.4.3.2. Active duty crew members other than assigned advisors, are authorized to fly with reserve component units IAW AFI 11-401. Headquarters personnel flying with AFRC units will coordinate with 10 AF/DOT.

4.4.3.3. Crew members on exchange programs from active duty units are authorized mission oriented sorties IAW the specific Opal that establishes the exchange. Squadron commanders may authorize their participation IAW their specific experience and qualification.

4.4.3.4. HHQ staff crew members may participate in tactical training events. Each crew member will present documentation summarizing currencies, egress training, flight qualifications, etc., to the unit where flying is performed.

**4.5. Multiple Qualification and Currency:**

4.5.1. MAJCOM/DO (ANG: HQ ACC/DOG) may authorize qualification in more than one mission design series (MDS) aircraft for crewmembers only when such action is directed by command mission requirements and is economically justifiable. This authority cannot be delegated below MAJCOM level. Unless required for unit mission accomplishment, commanders must not permit crewmembers qualified in primary mission aircraft to maintain qualification in support aircraft. Individuals assigned to positions covered by paragraph 4.5.2 have MAJCOM/DO approval, and do not need to submit specific requests.

4.5.1.1. Submit multiple qualification requests through command channels to MAJCOM/DOT (ANG: HQ ACC/DOG). All requests must contain full justification. Approval for multiple qualification request must be provided to the appropriate host base flight management office; flight accomplishments are not authorized until aircraft assignment is updated into AFORMS.

4.5.1.2. Individually authorized multiple qualifications are valid as long as the individual is assigned to the specific position, and aircraft requested, or rescinded by MAJCOM/DO (ANG: HQ ACC/DOL).

4.5.2. Aircraft listed below are the same mission design aircraft and do not require multiple qualification approval.

4.5.2.1. C/EC/LC/WC/MC/HC-130E/H/K/P/N are considered the same for non-RAP events, instrument/qualifications evaluations.

4.5.2.2. MC-130 qualified aircrew may fly non-RAP and RAP events in HC-130H/N/P aircraft without additional waiver or additional currencies.

4.5.3. Multiple qualification is not appropriate for senior wing supervisors of units with different types of aircraft. Wing commanders will qualify in only one of their wing's aircraft. Either the wing/CV or OG/CC should qualify in another of the wing's aircraft (not the same one selected by the WG/CC). (For ACC: See ACCI 11-450 for policy on Senior Supervisor Familiarization Flights).

4.5.4. Multiple Requirements. Aircrew will satisfy at least 50 percent of the sortie requirements of their primary aircraft in that aircraft. If CMR, they will meet all RAP sortie/event requirements of the primary aircraft. In addition, aircrew will fly an equitable distribution of emergency patterns, instrument sorties, non-precision approaches, and precision approaches in each MDS to fill their non-RAP requirements.

4.5.5. Multiple Currencies. Aircrew members will fly at least once every 90 days in each aircraft. Exception: HC-130 crewmembers in units with C-130E aircraft are required to fly in this aircraft once every 165 days. Aircrew members will accomplish all currency requirements for each aircraft they fly. If requirements for both aircraft designations (i.e., C-130E and HC-130P) are the same, aircrew members may complete currencies in either aircraft.

4.5.6. Aircrew must complete conversion training IAW an approved syllabus.

#### 4.6. Currencies/Recurrencies/Requalification:

4.6.1. **Table 4.7.** and **Table 4.8.** define currency requirements for all HC-130 crew members. If an aircrew member loses a particular currency that sortie/event may not be performed except for the purposes of regaining currency as noted. **NOTE:** Crew members who are non-current for no event other than demanding sortie may not necessarily require direct in-flight supervision. Demanding Sortie currency may be regained by flying any sortie other than a demanding sortie. In all cases, comply with applicable currency tables found in this volume.

4.6.2. Recurrency is required whenever an aircrew member does not meet a currency requirement in this instruction.

4.6.3. Overdue training requirements must be satisfied before the crew member is considered qualified to perform tasks applicable to that type of training. Training annotated as affecting CMR status will require regression to N-CMR until appropriate training as specified by SQ/CC is accomplished. Training identified as not affecting CMR status does not require regression from CMR, although it may result in grounding until training is completed (e.g., life support training). The duration of grounding and status of sortie lookback will determine the effect on CMR status.

4.6.4. Training North of the 60 Degree Parallel. Aircrew members assigned to units north of the 60-degree parallel handle night currency as follows: Only day sortie/event currencies from 1 April to 30 September need be maintained. Consider all experienced crew members current for night sorties/events on 1 October providing day currencies have been maintained. Inexperienced aircrew regain night currency by demonstrating proficiency in delinquent sorties/events to an instructor.

4.6.4.1. NVG Currency does not need to be maintained from 1 Apr through 30 Sep to remain CMR however must be regained by 31 October. To regain currency, the most appropriate instructors, as selected by the SQ/CC will fly an NVG route. Other non-current crew members will regain currency by demonstrating proficiency to an instructor.

4.6.5. **Demanding-Sortie Currency.** Demanding-sortie currency applies only to pilots and navigators and is updated by any flight in the C-130. To regain demanding sortie currency, complete a non-demanding sortie unless under the direct supervision of an instructor of the same crew position. If demanding sortie currency is lost, do not fly any of the following demanding-sortie profiles without direct instructor supervision: assault landings to runways 3500 feet or less (aircraft commanders only), NVG events, night actual airdrops.

#### 4.6.6. Credit Event Requirements and Currencies:

4.6.6.1. Credit individual events accomplished on a satisfactory qualification, mission qualification, specialized mission qualification, or requalification evaluation towards the individual's currency requirements. Pilots cannot log a Local Proficiency Sortie (LPS) on instrument/qualification evaluations.

4.6.6.2. Aircrew members who are unqualified in the aircraft due to an unsatisfactory flight evaluation will not log continuation training requirements for those events graded Q-3 until requalified.

4.6.6.3. Non-pilot aircrew instructors may log 50% of events they are actively monitoring and instructing.

#### 4.7. Regression:

4.7.1. CMR/BMC Regression for Failure to Meet Lookback. Only RAP training and contingency Operations sorties may be used for lookback. If an aircrew member does not meet lookback requirements throughout the training cycle, SQ/CCs can either regress the aircrew member to N-CMR/N-BMC levels, as applicable; or remove the aircrew member from a CMR manning position; or initiate action to remove the aircrew member from active flying status.

4.7.1.1. Failure to meet 1-month RAP/Contingency Operations sortie lookback requires a review of the crew member's 3-month sortie history. If the 3-month lookback has been met, crew members may, at SQ/CC discretion, remain CMR/BMC. Failure to meet the 3-month lookback will result in regression to N-CMR/N-BMC as appropriate, or the crew member may be placed in probation status for 1 month at the SQ/CC's discretion. If probation is chosen, the only way to remove a pilot from probation and preserve the current status is to reestablish a 1-month lookback at the end of the probation period. (see [Figure 4.1.](#))

4.7.1.2. CMR/BMC aircrew members regressed to N-CMR/N-BMC for lookback, must complete a SQ/CC approved re-certification program to return the pilot to CMR/BMC standards. Upon completion of the re-certification program, the CMR/BMC aircrew member must also meet the subsequent 1-month lookback requirement prior to reclaiming CMR/BMC status. The sorties and events accomplished during the re-certification program may be credited towards their total/type sortie and event requirements for the training cycle as well as for their monthly sortie requirement.

4.7.1.3. Lookback computations begin following completion of MQT. The aircrew must maintain 1-month lookback until 3-month lookback is established. SQ/CCs may apply probation rules as described in paragraph 4.7.1.1. if a new CMR/BMC aircrew member fails to meet 1-month lookback while establishing 3-month lookback. In addition, 1-month lookback will start the first full month of CMR/BMC status.

4.7.2. Aircrew members who fail a qualification, mission or instrument evaluation will be handled IAW AFI 11-202V2 (AFI 11-2HC-130V2). Crew members will regress to N-CMR or N-BMC as applicable. These crew members will remain N-CMR/N-BMC until successfully completing required corrective action, reevaluation, and are recertified by the SQ/CC.

**4.8. End of Cycle Requirements.** Aircrew members who fail to complete sortie and/or event requirements of this instruction at the end of the training cycle may require additional training, depending on the

type and magnitude of the deficiency. Refer to paragraph 4.9. to see if some of the requirements can be prorated. In all cases, report training shortfalls IAW paragraph 1.12.

4.8.1. Aircrew who fail to meet the total annual RAP sortie requirement may continue CT at CMR/BMC as determined by lookback. The SQ/CC will determine if additional training is required.

4.8.2. Aircrew who fail to meet annual non-RAP sortie and/or event requirements may continue CT at CMR/BMC as determined by lookback. The SQ/CC will determine if additional training is required.

4.8.3. Failure to meet RAP sortie type requirements will result in:

4.8.3.1. Regression to N-CMR/N-BMC if the SQ/CC determines that the sortie type deficiency is significant. To regain CMR/BMC, a regressed crew member will complete all deficient events. These sorties may be counted against the total requirements for the new training cycle.

4.8.3.2. Continuation at CMR/BMC if total RAP sorties and lookback are maintained and sortie type deficiencies are deemed insignificant by the SQ/CC.

4.8.4. Failure to accomplish sorties required for Special Capabilities/Qualifications will result in loss of that qualification. The SQ/CC will determine re-qualification requirements.

**4.9. Proration of End-of-Cycle Requirements.** At the end of the training cycle, the SQ/CC may prorate all training requirements when DNIF, emergency leaves, non-flying TDY/exercises, combat/contingency deployments, (ANG, AFRC: and/or mandatory training required for civilian employment) preclude training for a portion of the training period. Normal annual leave will not be considered as non-availability. Extended bad weather which precludes the unit from flying for more than 15 consecutive days may be considered as non-availability. The following guidelines apply:

4.9.1. Proration will only be used to adjust for genuine circumstances of training non-availability, not to mask training or planning deficiencies.

4.9.2. Proration is based on cumulative days of non-availability for flying during the training cycle. Use Table 4.2. to determine the number of months to be prorated based on cumulative calendar days of non-availability.

4.9.3. If IQT or MQT is re-accomplished an aircrew's training cycle will start over at the prorated share following completion of IQT/MQT training.

4.9.4. EXAMPLE: Capt Jones was granted 17 days of emergency leave in January and attended SOS in residence from March through April for 56 consecutive days. His SQ/CC authorized a total of three months proration from his training cycle using Table 4.2. (one month for emergency leave and two months for SOS). Now use Table 4.4. to determine how many events must be accomplished.

4.9.5. Round prorated fractions of less than 0.5 to the next lower whole number. Do not prorate below one.

4.9.6. Consider newly assigned/converted aircrew members, and aircrew members achieving CMR/BMC after the 15th of the month, to be in CT on the first day of the following month for proration purposes. A prorated share of RAP sorties must be completed in CT.

4.9.7. Night, NVG and AR requirements accomplished during MQT may be credited toward prorated CT requirements if accomplished during the cycle in which the aircrew was declared CMR/BMC unless specified

4.9.8. A crew member's last month on station prior to departing PCS may be prorated. Individuals departing PCS may be considered CMR for reporting purposes during a period of 60 days from date of last flight, or until loss of CMR currency, port call date, or sign in at new duty station.

4.9.9. CMR aircrews who attend USAFWS courses in TDY and return status and/or who participate in actual flying contingency operations may be reported throughout the TDY as CMR. Upon return, those aircrew will accomplish a prorated share of sortie/event requirements (see [Table 4.3.](#)).

4.9.10. Contingency Operations. Contingency operations can have a positive or negative impact on a unit's CT program, as emphasis is on supporting the actual contingency. A potential lack of training opportunities while deployed can place a burden on the unit, forcing it to accomplish the majority of its CT program in a reduced period of time at home station. The following proration procedures are intended to provide flexibility in accomplishing the unit's CT program.

4.9.10.1. Normally, all sorties flown during contingency operations will be logged as contingency operations sorties. These sorties do not count toward annual RAP requirements, but may be used for lookback purposes. RAP events logged during contingency operations sorties do not count toward annual RAP requirements, but may be used to update currencies. Upon returning from contingency operations, units will prorate RAP sorties and events for the period of time each individual was deployed. In addition, proration is authorized for the deployment preparation and depolyment recovery time where home station flying is reduced by the MAJCOM.

4.9.10.2. For ANG and AFRC units, individuals deployed for more than a seven day period may prorate a one month portion of RAP sorties and events.

4.9.10.3. As the training quality of missions flown at contingency locations may vary considerably, OG/CCs are authorized to allow sorties that provided valid training to be logged as RAP sorties. Events accomplished on these sorties count toward RAP event requirements, and these sorties/events may not be prorated upon return to home station.

4.9.10.4. Upon return from contingency operations, proration is computed by calculating the sorties to be prorated for the entire deployment, and then subtracting the number of valid RAP sorties as authorized by the OG/CC. The result is the allowable sortie proration. Negative numbers equate to zero. Events will be prorated at SQ/CC discretion based on the events accomplished during valid RAP sorties.

**Table 4.2. Proration Allowance.**

CONSECUTIVE DAYS OF NON-FLYING	MONTHS OF PRORATION ALLOWED
0--15	0
16--45	1
46--75	2
76--105	3
106--135	4

CONSECUTIVE DAYS OF NON-FLYING	MONTHS OF PRORATION ALLOWED
136--165	5
166--195	6
196--225	7

Table 4.3. Event Proration Calculation Table.

MONTH'S REMAINING AFTER PRORATION (12 Minus Total Months of Proration Allowed)													
A N N U A L		12	11	10	9	8	7	6	5	4	3	2	1
	40	40	37	33	30	27	23	20	17	13	10	7	3
	39	39	36	33	29	26	23	20	16	13	10	7	3
	38	38	35	32	29	25	22	19	16	13	10	6	3
	37	37	34	31	28	25	22	19	15	12	9	6	3
	36	36	33	30	27	24	21	18	15	12	9	6	3
	35	35	32	29	26	23	20	18	15	12	9	6	3
	34	34	31	28	26	23	20	17	14	11	9	6	3
	33	33	30	28	25	22	19	17	14	11	8	6	3
	32	32	29	27	24	21	19	16	13	11	8	5	3
	31	31	28	26	23	21	18	16	13	10	8	5	3
	30	30	28	25	23	20	18	15	13	10	8	5	3
E V E N T	29	29	27	24	22	19	17	15	12	10	7	5	2
	28	28	26	23	21	19	16	14	12	9	7	5	2
	27	27	25	23	20	18	16	14	11	9	7	5	2
	26	26	24	22	20	17	15	13	11	9	7	4	2
	25	25	23	21	19	17	15	13	10	8	6	4	2
	24	24	22	20	18	16	14	12	10	8	6	4	2
	23	23	21	19	17	15	13	12	10	8	6	4	2
R E Q U I R E M E N T	22	22	20	18	17	15	13	11	9	7	6	4	2
	21	21	19	18	16	14	12	11	9	7	5	4	2
	20	20	18	17	15	13	12	10	8	7	5	3	2
	19	19	17	16	14	13	11	10	8	6	5	3	2
	18	18	17	15	14	12	11	9	8	6	5	3	2
	17	17	16	14	13	11	10	9	7	6	4	3	1
	16	16	15	13	12	11	9	8	7	5	4	3	1
	15	15	14	13	11	10	9	8	6	5	4	3	1

MONTH'S REMAINING AFTER PRORATION (12 Minus Total Months of Proration Allowed)													
E N T S	14	14	13	12	11	9	8	7	6	5	4	2	1
	13	13	12	11	10	9	8	7	5	4	3	2	1
	12	12	11	10	9	8	7	6	5	4	3	2	1
	11	11	10	9	8	7	6	6	5	4	3	2	1
	10	10	9	8	8	7	6	5	4	3	3	2	1
	9	9	8	8	7	6	5	5	4	3	2	2	1
	8	8	7	7	6	5	5	4	3	3	2	1	1
	7	7	6	6	5	5	4	4	3	2	2	1	1
	6	6	6	5	5	4	4	3	3	2	2	1	1
	5	5	5	4	4	3	3	3	2	2	1	1	1
	4	4	4	3	3	3	2	2	2	1	1	1	1
	3	3	3	3	2	2	2	2	1	1	1	1	1
	2	2	2	2	2	1	1	1	1	1	1	1	1
	1	1	1	1	1	1	1	1	1	1	1	1	1

#### 4.10. Regaining CMR/BMC Status:

4.10.1. If CMR/BMC status is lost due to failure to meet the end of cycle training/event requirements, requalification is IAW paragraph 4.7.2.

4.10.2. If CMR/BMC status is lost due to failure to meet lookback IAW paragraph 4.7. the following applies (timing starts from the date the aircrew came off CMR status):

4.10.2.1. Up to 90 Days. The aircrew must meet one-half of 1 months CMR/BMC sortie rate (rounded up), plus satisfy the 1 month lookback requirement. In addition, all RAP event currencies must be regained. The SQ/CC will approve any other additional training prior to recertification to CMR/BMC.

4.10.2.2. 91-180 Days. Same as (b) above, plus qualification and tactical written examinations.

4.10.2.3. 181 Days and Beyond. Re-accomplish MQT.

#### 4.11. Example of the Lookback, Regression, Proration, Recurrency and Requalification Process:

4.11.1. Capt Smith is an experienced CMR pilot with a 1 and 3 month lookback requirement of 2 and 6 RAP sorties respectively. On 3 Feb, he flew a mission before departing for a non-flying TDY staff tour for two months. He reported back for flight duty on 6 Apr. What is his status throughout his TDY and on his return?

4.11.1.1. The SQ/CC wanted to list Capt Smith as a countable CMR pilot for reporting purposes throughout the TDY. Therefore, on 1 Mar, his Flt/CC performed the mandatory 1-month lookback (Feb) on Capt Smith. He only flew 1 RAP sortie, failing the 1 month lookback. The Flt/CC then performed a 3 month lookback (Dec, Jan, Feb). This showed that he flew only 5 sorties for this period. Had he flown one more sortie, his SQ/CC could continue Capt Smith at CMR. However,

with 5 sorties, Capt Smith did not meet the 3-month lookback for a CMR pilot. The SQ/CC could regress Capt Smith to N-CMR, but instead elected to put him on probation, still carrying him as CMR.

4.11.1.2. On 1 Apr, Capt Smith's 1-month lookback (Mar) was 0 sorties. The SQ/CC must now regress Capt Smith to N-CMR. In May, the SQ/CC will have to place him in a 1 sortie minimum (one half of the 2 sortie 1-month lookback requirement for CMR) re-certification program. Upon completing this program, Capt Smith will need to then fly two more RAP sorties in May to re-establish his 1-month lookback by 1 June. Failing to do so would force him to be reported N-CMR one more month until the next lookback process on 1 July.

4.11.1.3. If he had returned on 22 Mar, and had last landed the jet 48 days ago, he could fly a non-demanding sortie to regain demanding sortie and landing currency. For CMR purposes, Capt Smith would need to fly 2 RAP sorties to recapture his 1-month lookback and get off probation. Although Capt Smith was still CMR in Mar, the SQ/CC flew him with an IP on his first few sorties in order to regain his T/O and Landing currencies.

4.11.1.4. At the end of the training cycle, 30 Jun, the SQ/CC prorated two months off of Capt Smith's total requirements. In spite of this proration, Capt Smith was deficient in one RAP sortie type. The SQ/CC could regress Capt Smith to N-CMR, if deemed significant. After accomplishing the tailored recertification program (the deficient sorties), the SQ/CC would re-certified Capt Smith to CMR. This training counts for the new training cycle.

**Table 4.4. BAQ Recurrency and Requalification Requirements.**

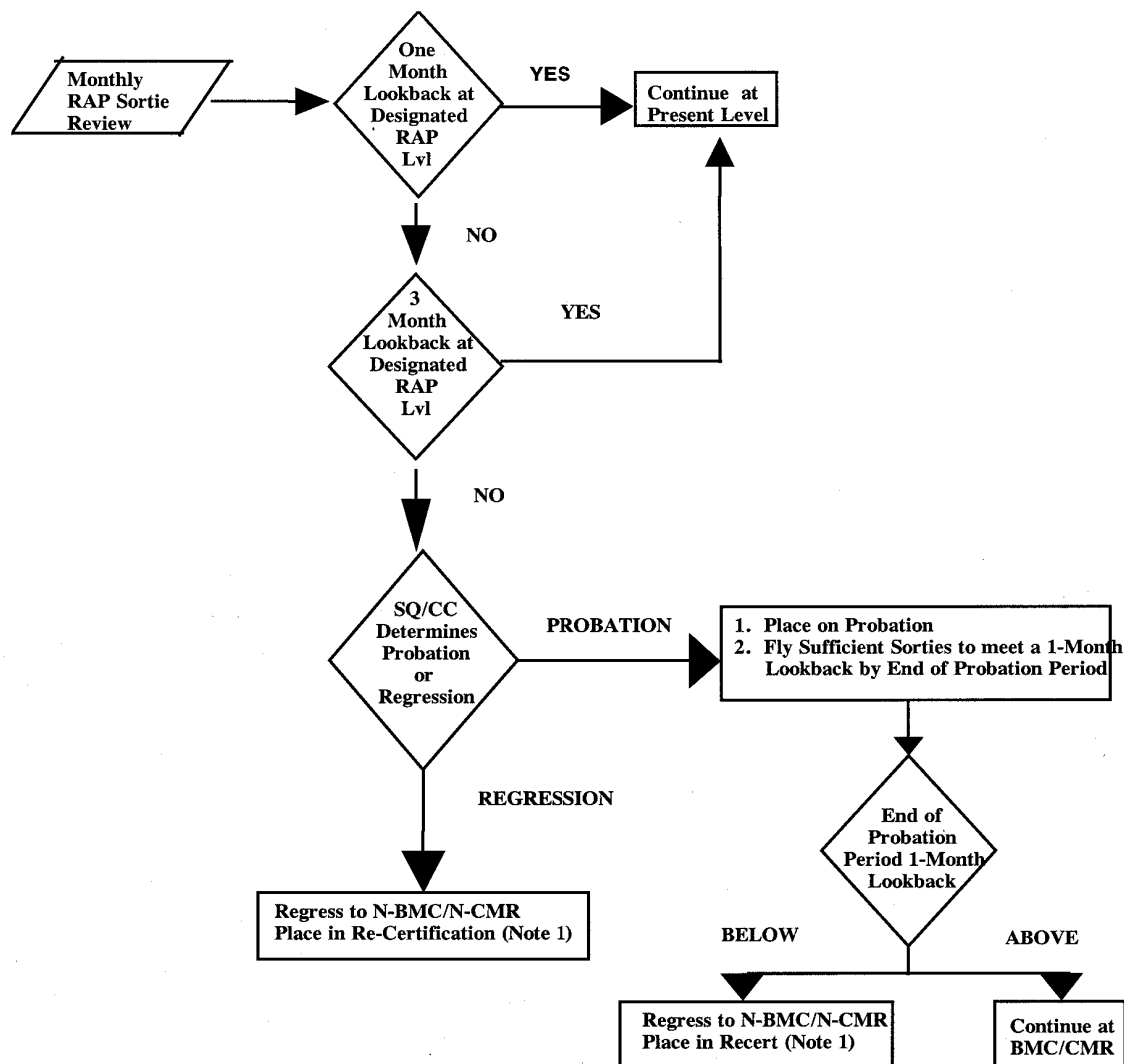
<b>CURRENCY</b>	<b>Lost For 6 months</b>	<b>Lost For 6 months to 2 years UNQUALIFIED</b>	<b>Lost For 2 - 5 years UNQUALIFIED</b>	<b>Lost For 5 years UNQUALIFIED</b>
<b>ALL CREW POSITIONS</b>	Show proficiency in non-current items to an instructor of the same crew position in the aircraft.	BAQ training as directed by SQ/CC to include the appropriate refresher training and a written qualification exam and flight evaluation.	Complete initial qualification course or requalification course (AFCAT 36-2223) using primary or secondary method (waiver is required for secondary method).	Complete initial qual or equal course (AFCAT 36-2223).
<b>Pilot (in addition, complete the following)</b>	To include a minimum of one take-off, approach, and landing.	Complete a written instrument examination and instrument evaluation.	Same as above	Same as above
<b>NOTE:</b> Lost currency is determined from the date currency is lost.				



**Table 4.5. Recurrency and Requalification Requirements.**

<b>Currency</b>	<b>Lost For 6 months</b>	<b>Lost For 6 months to 2 years UNQUALIFIED</b>	<b>Lost For 2 - 5 years UNQUALIFIED</b>	<b>Lost For 5 years UNQUALIFIED</b>
<b>ALL CREW POSITIONS</b>	Show proficiency in non-current items to an instructor of the same crew position.	Mission qualification training to include all deficient items, or as directed by unit commander. Written mission exam. Mission qualification flight evaluation.	Complete mission qual course (AFCAT 36-2223) by primary or secondary method (waiver is required for secondary method).	Complete mission qualification course (AFCAT 36-2223).
<b>NOTE:</b> Lost currency is determined from the date currency is lost.				

Figure 4.1. Regression Flow Chart.



1. SQ/CC WILL APPROVE A PROGRAM TO BRING THE AIRCREW UP TO CMR/BMC STANDARDS EQUALLING 1/2 OF ONE MONTH' S RAP SORTIE RATE. PRIOR TO BEING CONSIDERED CMR/BMC, THE AIRCREW MUST SATISFY THE SUBSEQUENT 1-MONTH LOOK-BACK.

Table 4.6. Non-RAP Annual Requirements.

REQUIREMENT	BAQ/BMC	CMR
A. Pilot	INEXP/EXP	INEXP/EXP
1. Local Proficiency Sortie		
a. Pilots <sup>1</sup>	2/2	2/2
b. Copilots <sup>1</sup>	4	4
2. Night Landings	6/4	6/4

3. Instrument Approaches <sup>3</sup>		
a. Precision <sup>2</sup>	18/12	18/12
b. Non Precision <sup>2</sup>	18/12	18/12
<b>B. Navigator</b>		
1. Navigation Sortie <sup>2</sup>	2	2
2. ARA/SCA event <sup>2</sup>	8	8
<b>NOTES:</b> 1. Dual logged as basic sortie 2. 50% may be in WST, SNS, CTD 3. Pilots may regain currency in the simulator for instrument approaches but not for takeoffs and landings.		

**Table 4.7. Non-RAP Currencies<sup>4</sup>.**

EVENT	CURRENCY <sup>3</sup>	TO REGAIN CURRENCY
<b>Pilots</b>		
Landing	31	Accomplish Landing
Takeoff	31	Accomplish T/O
LPS	165	Fly an LPS
Night Landing	75	Fly Night Landing
NDB Approach <sup>3</sup>	105	Fly NDB Approach
Circling Approach <sup>3</sup>	105	Fly circling approach
Instrument Approaches	31	Fly an Instrument Approach
<b>Navigators<sup>2</sup></b>		
Basic Sortie	45	Accomplish Basic Sortie
Navigation Sortie	180	Accomplish Navigation Sortie
ARA/SCA <sup>1,3</sup>	75	Accomplish ARA/SCA
<b>Flight Engineer</b>		
Basic Sortie	45	Accomplish Basic Sortie
<b>Loadmaster</b>		
Basic Sortie	45	Accomplish Basic Sortie
<b>ACS</b>		
Basic Sortie	45	Accomplish Basic Sortie

**NOTES:**

1. SCA approaches are being phased in to replace ARAs. Navigators certified to perform SCAs may log them and not perform or maintain currency for ARA.
2. Navigators may not use the simulator to regain currency. To regain currency the aircrew member will fly under the direct supervision of an instructor in the same crew position.
3. Loss of any currency in this table results in non-currency in the aircraft except Night Landing, NDB approach, Circling approaches and Navigator SCA/ARA approaches.
4. All currencies expire at the end of the month.

**Table 4.8. RAP Currencies<sup>2</sup>.**

EVENT/SORTIE	CURRENCY INEXP/EXP	TO REGAIN CURRENCY:
<b>PILOT:</b>		
Demanding Sortie	30/45(ARC 60/90)	Fly Non-demanding sortie
NVG Takeoff <sup>3</sup>	60	Fly event
NVG Landing <sup>3</sup>	60	Fly event
NVG Modified Contour <sup>1</sup>	60/90(ARC 90/120)	Fly NVG modified contour
NVG Low Level <sup>1</sup>	60	Fly NVG Low Level
Assault Takeoff	45	Fly Assault Takeoff
Assault Landing	45	Fly Assault Landing
Night Assault Landing	75	Fly Night Assault Landing
NVG Air Refueling	90/120	Fly NVG Air Refueling
Night Tactical Airdrop (CARP/HARP)	75/105	Fly Event
<b>NAVIGATOR:</b>		
Demanding Sortie	30/45(ARC 60/90)	Fly Non-demanding sortie
NVG Takeoff <sup>3</sup>	60	Fly event
NVG Landing <sup>3</sup>	60	Fly event
NVG Modified Contour <sup>1</sup>	45/60	Fly NVG modified contour
NVG Low Level	60/90(ARC 90/120)	Fly event
Air Refueling	75/105	Fly event
Night Tactical Airdrop (CARP/HARP)	75/105	Fly event
<b>FLIGHT ENGINEER:</b>		
NVG Takeoff <sup>3</sup>	60	Fly event

EVENT/SORTIE	CURRENCY INEXP/EXP	TO REGAIN CURRENCY:
NVG Landing <sup>3</sup>	60	Fly event
NVG Low Level	90/120	Fly event
Air Refueling	75/105	Fly event
<b>LOADMASTER:</b>		
NVG Low Level	90/120	Fly event
Air Refueling	75/105	Fly event
Tactical Airdrop (CARP/HARP)	105/165	Fly event
Actual Personnel	105/165	Fly event
Ramp Bundle	180/365	Fly event
<b>ACS:</b>		
NVG Low Level	180	Fly event
Secure Voice	75	Use Secure Voice
Have Quick	165	Fly event
<p>1. Crewmembers certified to perform NVG modified contour operations will use the currencies listed above. Those not certified by the squadron commander for NVG modified contour operations will continue to use standard NVG low level currencies.</p> <p>2. All currencies expire on the end of the month except NVG Modified Contour, NVG LL and NVG Air refueling sortie.</p> <p>3. NVG takeoff and landing are a special qualification. Only crewmembers certified by the squadron commander to perform these operations will maintain currency in these events.</p>		

**Chapter 5****NOT USED**

**5.1. Not Used.** **Chapter 5** not used at this time.

## Chapter 6

### SPECIALIZED TRAINING

**6.1. General.** This chapter contains information for specialized training or upgrade. This training applies to crewmembers converting to the HC-130 from another type of C-130, crewmembers upgrading to instructor or flight examiner, pilots upgrading to aircraft commander, and specialized flight events.

**6.2. Upgrade Training.** This section identifies prerequisites and training requirements for qualified aircrew members upgrading to aircraft commander (does not apply to PQPs trained in the left seat at the FTU) or instructors in the C-130 (all variants).

**6.2.1. Time Period to Qualification.** Maximum upgrade training period for copilots entering aircraft commander training and aircrew members entering instructor upgrade training is 120 calendar days (240 days for AFRC/ANG). Individuals unable to complete upgrade training within these limits may continue training. Notify MAJCOM/DO (ANG: HQ ACC/DOG) and NAF/DO (N/A ACC and ANG) with aircrew member's name, rank, reason for delay, planned actions, and estimated completion date.

### **6.3. Aircraft Commander Upgrade:**

**6.3.1. General.** Commanders will consider copilot experience, knowledge, and judgment prior to identification as an AC candidate. AC candidates must have an in-depth knowledge of systems, procedures, and publications before entering the formal upgrade program. AC upgrade candidates should possess enough experience to directly upgrade from mission ready copilot to mission ready AC.

**6.3.2. AC Candidate.** An individual designated by the squadron commander or appropriate ARC Ops Supervisor for entry into training before a formal AC upgrade course. AC candidates may perform all flight maneuvers authorized for an aircraft commander under the direct supervision of an IP.

**6.3.3. AC Upgrade.** An individual currently enrolled in a formal AC upgrade course. Basic qualified AC upgrades may perform all flight maneuvers authorized for an aircraft commander under the direct supervision of an IP. For basic qualified ACs undergoing mission qualification, direct IP supervision is only required during air refueling operations and rescue equipment delivery patterns.

#### **6.3.4. Prerequisites:**

**6.3.4.1.** ACs must be first lieutenants or higher to begin training.

**6.3.4.2.** Flying time IAW table 6.1 (**Exception:** does not apply to PQPs trained in the left seat at the FTU).

**6.3.4.3.** All copilots must complete the AC Preparatory Course before formal AC upgrade training. This in unit training consists of academic and flight training. Copilots should demonstrate aptitude in all AC maneuvers including 3-engine landings, 3-engine go-arounds, windmill taxi starts and assault operations. Courseware is available from the Aircrew Training System (ATS) contractor. Copilots who do not complete this course require a waiver from HQ ACC/DOT.

**6.3.5. Secondary Method Upgrade.** Formal school attendance is the primary method for AC qualification training. AFRC/ANG units may conduct in unit AC upgrade without waiver using formal

school courseware. Send notification and waiver request for in-unit, with rationale, through command channels to HQ ACC/DOT. The following applies:

6.3.5.1. Select upgrade candidates based on upgrade potential, retainability, and mission requirements.

6.3.5.2. Fill all available quotas before requesting in-unit training.

6.3.5.3. Use the approved ATS courseware.

6.3.5.4. Ground training requirements and prerequisites IAW this chapter.

6.3.6. Accomplish basic AC upgrade at the C-130 FTU or at HC-130 FTU. Accomplish mission upgrade at both Little Rock FTU (Course C130PRK or C130PMS) and at Kirtland FTU or both at Kirtland FTU or use in unit using 58 OG mission qualification course, unless waived by HQ ACC/DOT. In-unit upgrade is IAW paragraph **6.3.5**.

#### **6.4. Instructor Upgrade:**

##### **6.4.1. General:**

6.4.1.1. An individual who successfully completes the instructor training prescribed in this section is considered to be qualified to instruct in the individual's basic crew position.

6.4.1.2. Instructors may keep their basic qualification instructor status while in mission qualification training. FEs who are basic qualification instructors may be certified as mission ready instructors by their unit commander or appropriate AFRC/ANG Ops Supervisor when they finish mission qualification training.

6.4.2. Instructor Qualifications. Unit commanders or appropriate AFRC/ANG Ops Supervisors will personally review each instructor candidate's qualifications to ensure the individual possesses the following minimum prerequisites:

6.4.2.1. Instructional Ability. An instructor is a teacher and, therefore, must understand the principles of instruction as outlined in the C-130 ATS instructor upgrade or other formal instructor courseware.

6.4.2.2. Judgment. Instructors must possess judgment necessary to contend with emergencies and the ability to exercise sound judgment through mature realization of their own, their students', and the aircraft limitations.

6.4.2.3. Personal Qualities. The instructor must have patience, tact, understanding, and the desire to instruct others. Instructors must have a personality that inspires and wins the respect of each student.

6.4.2.4. Technical Knowledge. The instructor will be thoroughly familiar with respective aircraft systems and equipment, normal and emergency operating procedures, and, for pilots and flight engineers (FE), the prohibited maneuvers and aircraft performance under all conditions of flight. Additionally, all instructors will be thoroughly familiar with the applicable portions of AFI 11-401, AFI 11-202 (Volumes 1, 2, and 3), all chapters of this instruction, and the applicable flying directive publications.

6.4.2.5. Flying Experience. Instructors must possess a reasonable background of flying experience to include desired standards of knowledge, judgment and proficiency in both the aircraft and



assigned missions; normally, these qualities progress together. However, do not accept flying hours alone as criteria for any one or all qualities.

#### 6.4.3. Prerequisites:

6.4.3.1. Principles of Instruction. All initial instructor upgrade candidates will complete training on the principles of instruction at a formal school or in unit using formal school courseware. Modify courseware if local training conditions prevent the unit from following lesson plans (i.e., no simulators)

6.4.3.2. **Instructor Preparatory Course.** Crewmembers (pilots, navigators, FEs, and LMs) must have completed the instructor preparatory course before instructor upgrade training. This in unit training consists of academics for all crew positions and flight training for pilots. To pass, students must receive at least 85 on the end of course examination. Courseware is available from the ATS contractor. This course is required for ACC active duty, and ARC crewmembers. Crewmembers who do not complete the course require a waiver from HQ ACC/DOT to attend upgrade training.

6.4.3.3. Minimum Flying Times. **Table 6.3.** outlines flying time prerequisites.

6.4.3.4. **In-Unit Upgrade.** Formal school attendance is the primary method for instructor upgrade training. ARC units may conduct in unit instructor upgrade without waiver using formal school courseware. Waiver authority is MAJCOM/DO.

#### 6.4.4. Basic Instructor Upgrade and Mission Instructor Upgrade Course Requirements:

6.4.5. Complete formal school training at Little Rock or inunit with formal school courseware. Complete mission upgrade training in-unit using HQ ACC/DOT approved courseware. ACS complete instructor mission qualification training at AETC FTU or in-unit using 58 OG formal school courseware.

#### 6.4.6. Requalification and Instructor Transfers:

6.4.6.1. Complete training in-unit using flying portion of formal school courseware only. Requalification training for periods of less than 2 years is at the discretion of the squadron commander.

6.4.6.2. Instructor Transfers from the same mission will be trained at the discretion of the SQ/CC.

6.4.7. Examinations. All initial instructor candidates will satisfactorily complete a written instructor examination.

6.4.7.1. The end-of-course examination for C130 ATS courseware and 58 OG instructor school satisfies this requirement.

6.4.7.2. In other cases, wing training or standardization (or equivalent) will prepare, control, and administer examinations.

6.4.7.3. Examinations will consist of a minimum of 25 questions administered "open book," covering this instruction as well as training restrictions and procedures in other operational publications.

6.4.7.4. Administer pilots a "closed book" examination consisting of a minimum of 10 questions, covering critical training restrictions and requirements of AFI 11-202V3, *General Flight Rules*; AFI 11-2HC-130V3, *HC-130--Operations Procedures*; and other applicable operational publications.

6.4.8. Instructor Training Requirements. Instructors (including FTU instructors) will complete all CMR events and currencies except as follows:

6.4.8.1. Instructor pilots may log flying requirements from either aircraft seat.

6.4.8.2. Instructor navigators, flight engineers, loadmasters and radio operators may log 50 percent of their Non-RAP requirements while instructing.

6.4.9. Instructor pilots may be certified in unimproved landings. Accomplish unimproved landing certification as part of instructor upgrade. Conduct certification training under the direct supervision of an instructor on actual dirt or unimproved airfields. An unimproved airfield is defined as an airfield where runway acquisition and ground operations are complicated by blowing snow, sand, or dirt; undulating terrain; or minimum runway lighting or markings. This training will be recorded on a letter of certification.

**6.5. Flight Examiner Upgrade.** Select flight examiners from the most qualified and competent instructors. Before being designated as flight examiners, candidates will demonstrate satisfactory knowledge of command training and evaluation policies and procedures. The following procedures apply for active duty units:

6.5.1. In addition, flight examiner candidates will adhere to AFI 11-202V2 and AFI 11-2HC-130V2.

6.5.2. Crewmembers recertifying to flight examiner after a period of 2 or more years may complete the upgrade academic courseware only. Requirements for recertification training for a period of less than 2 years is at the discretion of the squadron commander or appropriate RC Ops Supervisor.

**6.6. Aircraft Conversion Training.** Complete conversion training to qualify aircrew members in a different series C-130 aircraft. Accomplish conversion training in-unit or in conjunction with mission qualification training if required. When CMR or BMC aircrew members convert from one series HC-130 to another, there is no requirement for additional mission qualification training (IAW AFI 11-202V1 and MAJCOM supplements). Instructor or Flight Examiner aircrew members converting from one series HC-130 to another may remain instructors or flight examiners at the discretion of the gaining unit commander or appropriate ARC Ops Supervisor. Complete the basic conversion requirements. Complete training within 60 calendar days (120 days for ARC units) after being assigned, present, and cleared for flying duty when there is an intracommand or intercommand transfer.

6.6.1. Pilot and Flight Engineer Conversion Requirements:

6.6.1.1. Conversion from C-130E to HC-130P/N or vice versa and conversion from C-130E or HC-130P/N to HC-130(H)N (H1, H2) and vice versa: (RATIONALE: administrative)

6.6.1.1.1. The SQ/CC determines academic, simulator training and flying training requirements.

6.6.1.1.2. Conduct flying training in either aircraft or simulator.

6.6.1.2. Conversion form from C-130E, HC-130P/N, HC-130(H)N (H1,H2) to HC-130(H)N (H3) and vice versa: (RATIONALE: administrative)

6.6.1.2.1. The SQ/CC determines academic, simulator training and flying training requirements.

6.6.1.2.2. Satisfactorily complete a written conversion examination.

#### 6.6.2. Navigator Aircraft Conversion Requirements for All Conversions:

6.6.2.1. The SQ/CC determines academic and simulator training requirements. As a minimum the academic training will include performance data and navigation equipment.

6.6.2.2. Flying training may be conducted in a simulator with identical navigation equipment.

6.6.2.3. Satisfactorily complete a written conversion examination.

#### 6.6.3. Loadmaster (LM) Aircraft Conversion Requirements for All Conversions. Not required for C-130E to C-130H and vice versa except as listed in 6.6.3.1. below.

6.6.3.1. Ground Training. As determined on an individual basis by the unit commander for proficiency. Actual hands on training is desired. LMs converting from HC-130H/P/N to C-130 B/D/E/H or vice versa will attend LM refresher training in addition to conversion training.

#### 6.7. DELETED.

6.7.1. DELETED.

6.7.2. DELETED.

6.7.3. DELETED.

6.7.4. DELETED.

6.7.5. DELETED.

6.7.6. DELETED.

6.7.7. DELETED.

#### 6.8. High Altitude Aerial Delivery Training:

6.8.1. Complete navigator high altitude low opening (HALO) training in-unit after initial mission qualification/requalification and prior to performing an actual HALO drop. Use the ATS HALO course for this training (academics only).

6.8.2. Flight training should consist of at least one flight to include an instructor demonstration of a high altitude airdrop followed by the student performing a drop. Airdrops will be completed to the satisfaction of the instructor. Schedule additional flights as necessary.

**Table 6.1. AC Upgrade Flying Time Prerequisites.**

TOTAL HOURS <sup>2</sup>	PAA HOURS <sup>3</sup>
> 1,300	400
1,000-1,299	800
<b>NOTES:</b> 1. This table does not apply to prior qualified pilots trained in the left seat at the FTU. 2. Includes UPT fixed wing time. 3. HC-130 time	

**Table 6.2. Annual Training Table Grid.**

EVENT		CURRENCY(Inexp/Exp)
GRID Sortie (Day or Night)	4	165

**Table 6.3. Instructor Upgrade Flying Time Prerequisites.**

CREW POSITION	TOTAL TIME <sup>5</sup>	PAA <sup>6</sup>
P <sup>1</sup>	> 2,000	200
	1800-1999	300
	1500-1799	500
N	> 1000	200
FE <sup>2</sup>	> 2000	200
	< 2000	400
LM <sup>3,4</sup>		200
ACS	300	100

**NOTES:**

1. OFT and WST times are creditable only towards total time
2. Have an X1A151C primary Air Force specialty code (AFSC) or higher (X1A171C is desired).
3. Loadmaster (LM) instructor. Have an X1A251 primary AFSC or higher (X1A271 is desired).
4. Rescue loadmasters are required to have 6 month HC-130 Combat Rescue experience.
5. Includes UFT fixed-wing time.
6. HC-130 time.

**6.9. Jumpmaster Directed Airdrop Training:**

6.9.1. If not accomplished during FTU mission qualification training, complete pilot Jumpmaster Directed Airdrop (JMD) training in-unit prior to performing an actual JMD personnel/equipment drop.

6.9.2. Flight training should consist of at least one flight to include an instructor demonstration of a JMD airdrop followed by the student performing a drop. Airdrops will be completed to the satisfaction of the instructor. Schedule additional flights as necessary. Units will track this training on the squadron letter of Xs.

**6.10. Search and Rescue Training Events.** If not accomplished during FTU mission qualification training, complete search and rescue event certification in-unit after initial mission qualification/requalification and prior to performing actual search and rescue events (not required for MR status). Search and rescue events include search patterns, MA-1/2 kit deployment and Parabundle/Freefall delivery.

6.10.1. Flight training should consist of at least one flight with an instructor. Certification requires student demonstration of the applicable event to the satisfaction of an instructor. Annotate search and rescue event certification on the squadron letter of Xs for individual crewmembers as follows:

6.10.1.1. MA-1/2 Kit, Parabundle/Freefall Deployment – P, LM

6.10.1.2. Search Pattern/Procedures – P, N, FE, LM, ACS

6.10.2. Unit commanders may establish event currency and/or event requirements as they see fit based on unit taskings and aircrew experience.

## **| 6.11. Tactical Recovery Certification.**

6.11.1. Pilots should receive their training for tactical recoveries during their upgrade to MP. Pilots already MP will accomplish training program with qualified instructor pilot.

6.11.1.1. Conduct ground training before flying training begins. The instructor pilot will be in the seat during flying training and will demonstrate maneuver(s) before any student attempt.

6.11.1.2. Copilots will perform standard duties and will not control the aircraft during tactical approaches (Exception: IP/EPs may perform tactical approaches from either seat).

6.11.2. Unit commanders may establish event currency and/or event requirements as they see fit based on unit taskings and aircrew experience. Track this training on the squadron letter of Xs.

**6.12. Pilot Unimproved Landing Certification.** This is a one-time certification. Conduct training for aircraft commanders under the direct supervision of an instructor pilot on dirt or unimproved airfields. Unimproved airfields are airfields where runway acquisition and ground operations are complicated by blowing snow, sand, or dirt, undulating terrain, or minimum runway lighting or markings; not required for MR status. Track this training on the squadron letter of Xs.

## **| 6.13. DELETED.**

**Table 6. 2. DELETED.**

**6.14. NVG Modified Contour Training.** Accomplish IAW 11-2HC-130 volume 3. Plan and fly a minimum 30 minutes low level in a mountainous region to credit this event. The pilot, copilot and navigator may credit the same event provided they were occupying their crew station.

**6.15. NVG Airland.** Accomplish IAW applicable volume(s) of AFI 11-2HC-130. Blacked out landing zones should be used to the maximum extent possible. Credit all landings in which the aircraft can be stopped at the prebriefed location or can turn off the runway at the planned exit location. Crewmembers may credit NVG touch and go landings as NVG takeoff and landing.

ROBERT H. FOGLESONE, Lt General, USAF  
DCS, Air and Space Operations

**Attachment 1****GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFI 10-704, *Military Deception Program*

AFPD 11-2, *Aircraft Rules and Procedures*

AFI 11-202V1, *Aircrew Training*

AFI 11-202V2, *Aircrew Standardization/Evaluation Program*

AFI 11-202V3, *General Flight Rules*

AFMAN 11-217V1 (AFM 51-37), *Instrument Flight Procedures*

AFI 11-290, *Cockpit/Crew Resource Management Training Program*

AFPD 11-4, *Aviation Service*

AFI 11-401, *Flight Management*

AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Badges*

AFI 11-403, *Aerospace Physiological Training Program*

AFI 13-102, *Air Support Operations Center (ASOC) and Tactical Air Control Party (TACP) Training and Evaluation Procedures*

AFI 13-212V1, *Weapons Ranges*

AFI 13-212V2, *Weapons Range Management*

AFI 13-212V3, *Hazard Methodology and Weapon Safety Footprints*

AFI 14-105ACC1 (formerly ACCR 200-1), *Unit Intelligence Mission and Responsibilities*

AFI 16-402, *Aerospace Vehicle Assignment, Distribution, Accounting and Termination*

AFI 32-4001, *Disaster Preparedness Planning and Operations*

AFI 32-4002, *Hazardous Material Emergency Planning and Response Compliance*

AFI 36-2201, *Developing, Managing, and Conducting Training*

AFI 36-2209, *Survival and Code of Conduct Training*

AFPAM 36-2211 (AFP 50-11), *Guide for Management of Air Force Training Systems*

AFI 36-2217, *Munitions Requirements for Aircrew Training*

AFCAT 36-2223, *USAF Formal Schools*

AFI 36-2226, *Combat Arms Training and Maintenance (CATM) Program*

AFI 36-2238, *Self-Aid and Buddy Care Training*

AFI 36-2701, *Social Actions Program*

AFMAN 37-139, *Records Disposition Schedule*

AFI 51-401 (formerly AFR 110-32), *Training and Reporting to Ensure Compliance with the Law of Armed Conflict*

AFI 71-101V2 (formerly AFR 124-16), *Criminal Investigations, Counterintelligence, and Protective Service Matters*

AFM 171-190V2G, *Air Force Operations Resource Management System*

AFI 91-202, *The US Air Force Mishap Prevention Program*

AFI 91-301, *Air Force Occupational and Environmental Safety, Fire Prevention and Health (AFOSH) Program*

AFTTP 3-1, *Mission Employment Tactics*

AFTTP 3-3, *Combat Aircraft Fundamentals*

AFI 11-2HC-130V2, *HC-130 Aircrew Evaluation Criteria*

AFI 11-HC-130 V3, *HC-130 Operational Procedures* AFI 11-301, *Aircrew Life Support Program*

DODD 5500-7, *Standards of Conduct*

### ***Abbreviations and Acronyms***

**A**—Annual

**A/A**—Air-to-Air

**A/S**—Air-to-Surface

**AAR**—Air/Air Refueling

**AAW**—Anti-Air Warfare (US Navy)

**AAS**—Airborne Aircraft Controller

**ABCCC**—Airborne Battlefield Command and Control Center

**AC**—Aircraft Commander

**ACBT**—Air Combat Training

**ACC**—Air Combat Command

**ACM**—Air Combat Maneuvering

**ACMI**—Air Combat Maneuvering Instrumentation

**ACS**—Airborne Comm Specialist

**ACT**—Air Combat Tactics

**AD**—Air Drop

**ADA**—Air Defense Alert, Air Defense Asset

**ADL**—Aircraft Data Link

**ADS**—Air Demonstration Squadron

**AF**—Air Force

**AFORMS**—Air Force Operations Resource Management System

**AFRC**—Air Force Reserve Command

**AFOSH**—Air Force Occupational Safety and Health

**AFSATCOM**—Air Force Satellite Communications Systems

**AFSC**—Air Force Specialty Code

**AGE**—Aerospace Ground Equipment

**AGL**—Above Ground Level

**AGM**—Air-to-Ground Missile

**AGTS**—Aerial Gunnery Target System

**AHC**—Aircraft Handling Characteristics

**AI**—Air Intercept, Air Interdiction

**AILA**—Airborne Instrument Low Approach

**AIO**—Airborne Intelligence Officer

**AIT**—Airborne Intelligence Technician

**AMC**—Air Mobility Command

**AMT**—Airborne Maintenance Technician/Air Movement Table

**ANG**—Air National Guard

**ANGRC**—Air National Guard Readiness Center

**AO**—Acquisition Operator

**AOA**—Angle of Attack

**AOC**—Air Operations Center

**AR**—Air Refueling

**ARA**—Airborne Radar Approach

**ARC**—Air Reserve Components

**ARLO**—Air Reconnaissance Liaison Officer

**ARM**—Anti-Radiation Missile

**ARP**—Armament Recording Program

**ARPTT**—Air Refueling Part Task Trainer

**A/R**—As Required

**A/S**—Air-to-Surface

**ASD**—Average Sortie Duration



**ASLAR**—Aircraft Surge Launch and Recovery  
**ASOC**—Air Support Operations Center  
**ASUW**—Anti-surface Warfare (US Navy)  
**ATD**—Aircrew Training Device  
**ATO**—Assisted Takeoff  
**ATOC**—Air Terminal Operations Center  
**ATS**—Air Crew Training System  
**AVTR**—Aircraft Video Tape Recorder  
**AWACS**—Airborne Warning and Control System  
**AWC**—Airborne Weapons Controller  
**BAI**—Backup Aircraft Inventory  
**BAQ**—Basic Aircraft Qualification  
**BDA**—Battle Damage Assessment  
**BFE**—Basic Flight Engineer  
**BFM**—Basic Fighter Maneuvers/Maneuvering  
**BLM**—Basic Loadmaster  
**BMC**—Basic Mission Capable  
**BSA**—Basic Surface Attack  
**BO**—Boom Operator  
**BOO**—Blacked Out Operations  
**BSOO**—Battlestaff Operations Officer  
**BS**—Bomb Squadron  
**BVR**—Beyond Visual Range  
**C3**—Command, Control, and Communications  
**C3I**—Command, Control, Communications, and Intelligence  
**C&R**—Collection and Reporting  
**CAF**—Combat Air Forces  
**CALF**—Chart Amendment Low Flying  
**CAP**—Combat Air Patrol, Critical Action Procedures  
**CARP**—Computed Air Release Point  
**CAS**—Close Air Support  
**CAT**—Category

**CA-Coded**—Designated Aggressor Aircraft  
**CB-Coded**—Designated Test Aircraft  
**CBO**—Chemical Biological Oxygen Mask  
**CBT**—Computer Based Training  
**CC**—Commander  
**CC-Coded**—Designated Combat Aircraft  
**CCIP**—Constantly Computed Impact Point  
**CCRB**—Command Curriculum Review Board  
**CCRP**—Continuously Computed Release Point  
**CCT**—Combat Control Team  
**CD**—Counterdrug  
**CDIP**—Continuously Displayed Impact Point  
**CDS**—Container Delivery System  
**CE**—Combat Edge  
**CEA**—Circular Error Average  
**CEP**—Circular Error Probable  
**CF**—Checkered Flag  
**CFT**—Cockpit Familiarization Trainer  
**CFT**—Conformal Fuel Tank  
**CFTR**—Composite Force Training/Composite Force Training  
**CHUM**—Chart Update Manual  
**CIRVIS**—Communication Instructions Reporting Vital Intelligence Sighting  
**CM**—Countermeasures  
**CMR**—Combat Mission Ready  
**CMS**—Combat Mission Section  
**COMM**—JAM Communications Jamming  
**COMSEC**—Communications Security  
**CP**—Copilot  
**CPT**—Cockpit Procedures Trainer  
**CRC**—Command and Reporting Center  
**CRM**—Cockpit Resource Management  
**CRO**—Criterion Referenced Objectives

**CRS**—Container Release System  
**CRT**—Cathode Ray Tube  
**CSAR**—Combat Search and Rescue  
**CSD**—Course Summary Document  
**CT**—Continuation Training  
**CTA**—Chemical Threat Area  
**CTD**—Celestial Training Device/Course Training Document  
**CV**—Vice Commander  
**CW**—Chemical Warfare  
**CWD**—Chemical Warfare Defense  
**DABS**—Director Airborne Battlestaff  
**DACBT**—Dissimilar Air Combat Training  
**(D)ACBT**—Similar or Dissimilar Air Combat Training  
**DACM**—Dissimilar Air Combat Maneuvering  
**(D)ACM**—Similar or Dissimilar Combat Maneuvering  
**DACT**—Dissimilar Air Combat Tactics  
**(D)ACT**—Similar or Dissimilar Air Combat Training  
**DART**—Deployable Aerial Reflective Target  
**DB**—Dive Bomb  
**DBFM**—Dissimilar Basic Fighter Maneuvers/Maneuvering  
**(D)BFM**—Similar or Dissimilar Basic Fighter Maneuvers/Maneuvering  
**DCA**—Defensive Counter Air  
**DEW**—Defense Early Warning  
**DMPI**—Desired Mean Point of Impact  
**DNIF**—Duties Not Involving Flying  
**DOC**—Designed Operational Capability  
**DR**—Dead Reckoning  
**DRU**—Direct Reporting Unit  
**DTOS**—Dive Toss  
**DZ**—Drop Zone  
**DZCO**—Drop Zone Control Officer  
**E&R**—Escape and Recovery

**EA**—Electronic Attack  
**EAR**—Event Accomplishment Report  
**EC**—Electronic Combat  
**ECCM**—Electronic Counter Countermeasures  
**ECM**—Electronic Countermeasures  
**ECO**—Electronic Combat Officer  
**ECR**—Electronic Combat Range  
**EEL**—Essential Elements of Information  
**EM**—Energy Maneuverability  
**EO**—Electro-Optical  
**EP**—Emergency Procedure  
**EPE**—Emergency Procedures Evaluation  
**EW**—Electronic Warfare  
**EWOW**—Electronic Warfare Officer  
**EWWS**—Electronic Warfare Warning Set  
**EZ**—Extraction Zone  
**EZCO**—Extraction Zone Control Officer  
**FAC**—Forward Air Controller  
**FAC(A)**—Forward Air Controller (Airborne)  
**FACP**—Forward Air Control Post  
**FAIP**—First Assignment Instructor Pilot  
**FAM**—Familiarization  
**FCP**—Front Cockpit  
**FE**—Flight Engineer  
**FEB**—Flying Evaluation Board  
**FEF**—Flying Evaluation Folder  
**FL**—Flight Lead  
**FLIR**—Forward Looking Infrared  
**FLR**—Forward Looking Radar  
**FLUG**—Flight Lead Upgrade  
**FOT&E**—Follow-on OT&E  
**FOV**—Field of View

**FP**—First Pilot

**FPA**—Flight Path Angle

**FPM**—Flight Path Marker

**FS**—Fighter Squadron, Flight Surgeon

**FSCL**—Fire Support Coordination Line

**FSWD**—Full Scale Weapons Delivery

**FTR**—Fighter

**FTU**—Formal Training Unit

**FW**—Fighter Wing

**FW**—First WSO

**G**—Gravitational Load Factor

**GBU**—Guided Bomb Unit

**GCI**—Ground Controlled Intercept

**GLO**—Ground Liaison Officer

**GLOC**—G-induced Loss of Consciousness

**GP**—General Purpose

**GS**—Ground Speed

**HADB**—High Altitude Dive Bomb

**HARB**—High Altitude Release Bomb

**HARP**—High Altitude Release Point

**HAS**—High Angle Strafe

**HASD**—High Altitude Systems Delivery

**HBO**—High Band Operator

**HHQ**—Higher Headquarters

**HOSM**—Host Operations Systems Management

**HUD**—Head Up Display

**IAGTS**—Improved AGTS

**IAW**—In Accordance With

**ICDT**—Initial Counterdrug Training

**ICWT**—Initial Chemical Warfare Training

**ID**—Identify/Identification

**IEWO**—Instructor EWO

**IFE**—Instructor FE

**IFF**—Identification Friend or Foe

**IFR**—Instrument Flight Rules

**IIR**—Imaging Infrared

**ILS**—Instrument Landing System

**IMC**—Instrument Meteorological Conditions

**INFLTREP**—In-flight Report

**INS**—Inertial Navigation System

**INTREP**—Intelligence Report

**IOC**—Initial Operational Capability

**IP**—Instructor Pilot or Initial Point

**IPSIM**—IP Simulator

**IPUG**—Instructor Pilot Upgrade

**IQT**—Initial Qualification Training

**IR**—Infrared

**IRC**—Instrument Refresher Course

**IRCM**—Infrared Counter Measures

**ISD**—Instructional Systems Development

**ITFR**—IMC (or night) Terrain Following Radar

**IWSIM**—Instructor WSO Simulator

**IWSO**—Instructor WSO

**IWUG**—Instructor WSO Upgrade

**JAAT**—Joint Air Attack Team

**JFT**—Joint Force Training

**JMO**—(AIR) Joint Maritime Operations (Air)

**JTIDS**—Joint Tactical Interface Distribution System

**KCAS**—Knots Calibrated Airspeed

**KIAS**—Knots Indicated Airspeed

**KIO**—Knock It Off

**KS**—Killer Scout

**KTAS**—Knots True Airspeed

**LADD**—Low Angle Drogue Delivery

**LAHD**—Low Angle High Drag

**LAI**—Low Altitude Intercept

**LALD**—Low Angle Low Drag

**LAO**—Local Area Orientation

**LADT**—Low Altitude Dive Toss

**LAHD**—Low Angle High Drag

**LALD**—Low Angle Low Drag

**LANTIRN**—Low Altitude Navigation and Targeting Infrared for Night

**LASD**—Low Altitude Systems Delivery

**LASDT**—Low Altitude Step Down Training

**LASTE**—Low Altitude Safety and Targeting Enhancement

**LAT**—Low Altitude Toss

**LATF**—Low Altitude Tactical Formation

**LATN**—Low Altitude Tactical Navigation

**LGB**—Laser Guided Bomb

**LLLD**—Low Level Low Drag

**LLS**—Low Level Strike

**LM**—Loadmaster

**LOC**—Limited Operational Capability

**LOS**—Line of Sight

**LOW**—A/A Low Altitude Air-to-Air

**LOW**—ALT Low Altitude

**LOWAT**—Low Altitude Training

**LPS**—Local Proficiency Sortie

**LRDT**—Long Range Dive Toss

**LRS**—Long Range Strafe

**LTDSS**—Laser Target Designator Scoring System

**LZ**—Landing Zone

**LZCO**—LZ Control Officer

**MADT**—Medium Altitude Dive Toss

**MAJCOM**—Major Command

**MAV**—Maverick

**MC**—Mission Copilot  
**MCC**—Mission Commander  
**MCE**—Modular Control Equipment  
**MCM**—Multi-command Manual  
**MCR**—Multi-command Regulation  
**MDS**—Mission Design Series  
**MDT**—Mission Directed Training  
**MEA**—Minimum Enroute Altitude  
**MEGP**—Mission Essential Ground Personnel  
**MIJI**—Meaconing, Intrusion, Jamming and Interference  
**mil**—Milliradian  
**MIL**—Military Power  
**MISREP**—Mission Report  
**ML**—Mission Lead  
**MOA**—Military Operating Area  
**MOST**—Mission Oriented Simulator Training  
**MP**—Mission Pilot  
**MQF**—Master Question File  
**MQT**—Mission Qualification Training  
**MRM**—Medium Range Missile  
**MS**—Mission Support  
**MSA**—Minimum Safe Altitude  
**MSF**—Mission Support Facility  
**MTL**—Master Task Listing  
**MW**—Mission WSO  
**N/A**—Not Applicable  
**NAAR**—Night Air Refueling  
**NAF**—Numbered Air Force  
**NAV**—Navigator/Navigation  
**NCO**—Non-Commissioned Officer  
**NGB**—National Guard Bureau  
**NLT**—Not Later Than



**NT**—Night

**NVD**—Night Vision Device

**NVG**—Night Vision Goggle

**OCA**—Offensive Counterair

**OCA-A**—Offensive Counterair Air-to-Air

**OCA-S**—Offensive Counterair Air-to-Surface

**OFT**—Operational Flight Trainer

**OG**—Operations Group

**OMR**—Optical Mark Reader

**OPORD**—Operations Order

**OPR**—Office of Primary Responsibility

**OPS**—Operations

**OPSEC**—Operations Security

**OPT**—Optional/Operations Planning Team

**OTD**—Operations Training Development

**OT&E**—Operational Test and Evaluation

**ORI**—Operational Readiness Inspection

**P**—Pilot/Proficiency

**PACAF**—Pacific Air Forces

**PAD**—Portable Air Defense

**PAI**—Primary Aircraft Inventory

**PAR**—Precision Approach Radar

**PCS**—Permanent Change of Station

**PDAI**—Primary Development/Test Aircraft Inventory

**PDO**—Publications Distribution Office

**PFT**—Programmed Flying Training

**PGM**—Precision Guided Munitions

**PMAI**—Primary Mission Aircraft Inventory

**PME**—Primary Mission Equipment/Professional Military Education

**POAI**—Primary Other Aircraft Inventory

**POC**—Point of Contact

**PPB**—Positive Pressure Breathing

**PPG**—Positive Pressure Breathing for G

**PQI**—Professional Qualification Index (AFI 11-401)

**PTAI**—Primary Training Aircraft Inventory

**PTT**—Partial Task Trainer

**PUP**—Pull Up Point/ Pilot Upgrade Program

**QTR**—Quarter

**QUAL**—Qualification

**RAP**—Ready Aircrew Program

**RBS**—Radar Bomb Score

**RCO**—Range Control Officer

**RCP**—Rear Cockpit

**RCS**—Radar Cross Section

**RECCE**—Reconnaissance

**RF**—Radio Frequency

**RFMDS**—Red Flag Mission Debriefing System

**RMU**—Runway Monitoring Unit

**ROE**—Rules of Engagement (combat only)

**ROM**—Runway Operations Monitor

**RPI**—Rated Position Indicator

**RPL**—Required Proficiency Level

**RQT**—Requalification Training

**RS**—Reconnaissance Squadron

**RT**—Radio Terminology

**RTT**—Realistic Target Training

**RW**—Reconnaissance Wing

**RWR**—Radar Warning Receiver

**RX**—Rockets

**RZO**—Recovery Zone Officer

**S**—Scanner

**SA**—Situational Awareness, Strategic Attack

**SAAC**—Simulator for Air-to-Air Combat

**SAFE**—Selected Area For Evasion

**SAR**—Search and Rescue  
**SAT**—Surface Attack Tactics  
**SATB**—Standard Airdrop Training Bundle  
**SCAR**—Strike Control and Reconnaissance  
**SCL**—Standard Conventional Load  
**SCNS**—Self Contained Navigation System  
**SCP**—Set Clearance Plane  
**SD**—Situational Display  
**SDI**—Situation Display Indicator  
**SEAD**—Suppression of Enemy Air Defenses  
**SEAD-A**—Suppression of Enemy Air Defenses-Anti-Radiation  
**SEAD-C**—Suppression of Enemy Air Defenses-Conventional  
**SEAD-E**—Suppression of Enemy Air Defenses-Electronic  
**SEFE**—Stan/Eval Flight Examiner  
**SELO**—Stan/Eval Liaison Officer  
**SEPT**—Situational Emergency Procedure Training  
**SERE**—Survival, Evasion, Resistance, and Escape  
**SFO**—Simulated Flameout  
**SI**—Simulator Instructor  
**SIF**—Selective Identification Feature  
**SLD**—Systems Level Delivery  
**SNS**—Satellite Navigation Station  
**SOC**—Senior Officers Course  
**SOCC**—Sector Operations Control Center  
**SOF**—Supervisor of Flying  
**SORTS**—Status of Resources and Training System  
**SQ/CC**—Squadron Commander  
**SRM**—Short Range Missile  
**SSE**—Simulated Single Engine  
**STR**—Strategic Training Range  
**TA**—Terrain Avoidance  
**TACAN**—Tactical Air Navigation

**TACS**—Tactical Air Control System

**TAI**—Total Active Inventory

**TAPR**—Training Accomplishment Performance Report

**TD**—Tactical Deception (AFI 10-704)

**TDY**—Temporary Duty

**TEREC**—Tactical Electronic Reconnaissance System

**TES**—Tactics Eval Sq/Test &Evaluation Squadron

**TEWS**—Tactical Early Warning System

**TF**—Terrain Following

**TF-Coded**—Designated Training Aircraft

**TFR**—Terrain Following Radar

**TG**—Training Guide

**TGM**—Training Guided Munitions

**TGT**—Target

**TO**—Technical Order

**TOD**—Time of Detonation/Task and Objectives Document/Time of the Day

**TOT**—Time Over Target

**TR**—Training Rules

**TRP**—Training Review Panel

**TTU**—Transition Training Unit

**TX**—Transition

**UCML**—Unit Committed Munitions List

**UE**—Unit Equipped

**UIP**—Upgrading Instructor Pilot

**UIWSO**—Upgrading IWSO

**UMD**—Unit Manning Document

**UNITREP**—Unit Status and Identity Report

**UQ**—Unqualified

**USAF**—United States Air Force

**USAFE**—United States Air Forces in Europe

**USAFWS**—United States Air Force Weapons School

**USI**—Upgrading Simulator Instructor

**UTA**—Unit Training Assembly

**UTE**—Utilization Rate

**VID**—Visual Identification

**VFR**—Visual Flight Rules

**VGRM**—Visual Ground Release Marker

**VLC**—Visual Lookout Capability

**VLD**—Visual Level Delivery

**VMC**—Visual Meteorological Conditions

**VR**—Visual Recognition

**VRD**—Vision Restricting Device

**VTR**—Video Tape Recorder

**WD**—Weapons Delivery

**WDL**—Weapon Data Link

**WG**—Wing

**WIC**—Weapons Instructor Course

**WOD**—Word of the Day

**WOT**—Wing Option Time

**WS**—Weapons School

**WSEP**—Weapon System Evaluation Program

**WSO**—Weapon Systems Officer

**WST**—Weapon System Trainer

**WSTO**—Weapons System Training Officer

**WTT**—Weapons and Tactics Trainer

**WVR**—Within Visual Range

**WW**—Wild Weasel

**WX**—Weather

### ***Terms***

**Air Combat Training (ACBT)**—A general term which includes (D)BFM, (D)ACM, and (D)ACT. (AFI 11-214)

**Air Combat Tactics (ACT)**—Training in the application of BFM, ACM, and tactical intercept skills to achieve a tactical air-to-air objective. (AFI 11-214)

**Academic Training**—A course of instruction that includes but is not limited to classroom instruction related to aircraft systems and operation, flight characteristics and techniques, performance, normal

procedures, abnormal and emergency procedures. Academic courses are designed to prepare students for simulator/flight training and normally completed before beginning that training.

**Actual Airdrop**—Aerial delivery of actual personnel, or equipment from an aircraft in-flight.

**Airborne Communications Specialist**—An aircrew member whose in-flight duties may involve the operation of analytical, search, and communications terminal equipment unique to the unit mission

**Airborne Radar Approach (ARA)**—Accomplished by a navigator directing the pilot through a letdown using radar as the primary equipment

**Aircraft Commander (AC)**—A pilot who has been certified to perform duties in command

**Aircrew Training Device (ATD)**—Hands-on training aids that include cockpit procedure trainers (CPT), part task trainers (PTT), weapons systems trainers (WST), or simulators.

**Aircrew Training System (ATS)**—An integrated qualification, upgrade, and continuation training program for crew members. Civilian contractors conduct most academic and ATD training: Air Force conducts all flight training.

**Air Refueling (AAR)**—An AAR event requires tanker rendezvous, hook-up and transfer of fuel or 2 minutes of dry contact. Credit more than one event if receivers accomplish another rendezvous, hook-up and fuel transfer/dry hook-up.

**Air Refueling (AR) Mission**—A flight that involves AR procedures as a tanker.

**Air Reserve Component (ARC)**—ANG and AFRC units and aircrew members, both associate and unit-equipped.

**Attrition Sortie**—A sortie planned and launched as a RAP training sortie, Non-RAP sortie, or collateral sortie, that, due to some circumstance (weather, IFE, maintenance, etc.), fails to accomplish the planned mission. It is imperative that units log these sorties properly. Improper accounting of these sorties will result in improper sortie allocation, stresses to the unit schedule, and negative impacts to the quality of unit training programs.

**Basic Aircraft Qualification (BAQ)**—A status of an aircrew member who has satisfactorily completed training prescribed to maintain the skills necessary to fly the unit aircraft. The member must perform at the minimum frequency necessary to meet the most recent sortie and flight standards set for the weapons system. BAQ will only be carried by aircrew until completion of MQT. BAQ is not a permanent qualification except for general officers above the wing level, and any other crew members specifically authorized by MAJCOM/DO. Aircrews are not authorized to perform RAP-tasked combat event/sorties without instructor aircrew or SQ supervisor supervision. Flight duties will be limited to those identified in paragraph 4.3.

**Basic Mission Capable (BMC)**—The status of an aircrew who has satisfactorily completed training (MQT) prescribed to be fully qualified to perform the basic unit operational missions but does not maintain CMR status. Aircrew accomplishes training required to remain familiarized in all, and may be qualified and proficient in some, of the primary missions of their weapon system and unit. These aircrew members may also maintain special capabilities. (Refer to paragraph 4.3.) (RATIONALE: corrects sequence).

**Certification**—The process of certifying aircrew tactical employment and special weapons capabilities, procedures, and rules. Replaces verification for nuclear tasked units.

**Circular Error**—Miss distance of a given weapon impact expressed in radial distance from center of target.

**Cockpit Familiarization Trainer (CFT)**—A training device in which the controls, switches, and instruments do not have to respond to trainee inputs. Used for checklist use, normal procedures, and emergency procedures (see AFP 50-11 (AFPAM 36-2211)).

**Cockpit Procedures Trainer (CPT)**—A training device in which instruments and displays are activated to respond to trainee inputs. Used for safety of flight, instrument, normal, and emergency procedures (see AFP 50-11 (AFPAM 36-2211)).

**Combat Mission Ready (CMR)**—A status of an aircrew member who has satisfactorily completed training (MQT) prescribed to be fully qualified to perform the basic unit operational missions, and maintains qualification and proficiency in these missions. All active duty RPI-1/2's, Squadron Commander, Operations Officers, and OG/CC designated RPI-6 manning positions are required to maintain this qualification level. **EXCEPTION:** If a unit is over-manned, they may elect to train the front line of their UMD to CMR with the overage designated as BMC. Approximately 50% of the aircrew selected for CMR must be inexperienced. (Refer to paragraph 4.3.)

**Composite Force Training (CFTR)**—Scenarios employing multiple flights of the same or different types of aircraft, each under the direction of its own flight leader, performing the same or different roles. (AFI 11-214)

**Continuation Training (CT)**—Training to maintain proficiency and improve aircrew capabilities to perform unit missions and aircrew proficiency sorties not flown in formal syllabus missions, tests, or evaluations. Applicable to CMR and BMC aircrew.

**Course Summary Document (CSD)**—Documented summary of a particular training course that includes a synopsis of training, resource requirements, and equipment allocations.

**Covert Drop Zone**—A drop zone marked with IR lights. Use reduced standard lighting if IR lighting is unavailable.

**Crew Resource Management (CRM)**—Training concept that emphasizes team effectiveness by enhancing individual and aircrew performance in communication, situational awareness, effective leadership and management, and crew coordination.

**Currency**—The minimum frequency required to perform an event or sortie safely.

**Demanding Sortie**—Sorties that task the aircrew to the extent that flying frequency and continuity are most critical. Demanding sorties include assault landings to runways 3500 feet or less, NVG events, night actual airdrops missions. SQ/CCs may add sorties/events to the demanding sortie list, depending on unit tasking and the individual's capabilities. Also see Non-demanding Sortie.

**Direct Supervision**—An aircrew member is considered under direct supervision when flying with an instructor in the same crew position. For pilots the IP must occupy one of the pilot seats and for other crew positions the Instructor must be readily available to assume the primary duties if required.

**Dissimilar ACBT (DACBT)**—ACBT in conjunction with another MDS aircraft as adversary. The connotation (D)ACBT refers to either similar or dissimilar ACBT. These connotations correspond to all facets of ACBT (i.e., BFM, ACM, ACT).

**Dry Pass**—Aerial Delivery pass in which no equipment or personnel exit the aircraft

**Emergency Procedures Evaluation (EPE)**—An evaluation of aircrew knowledge and responsiveness to critical and non-critical EPs conducted by a SEFE in an OFT, CPT, or verbally.

**Event**—The accomplishment of a specific training element, function, or task.

**Experienced Aircrew (EXP)**—A designation used to determine the level of training a crew member receives within each training category (see table A1.1).

**Familiarization (FAM)**—Normally requires a minimum of six weapons deliveries for PGMs and bombing events in a twelve month cycle.

**Formal School Courseware**—Training materials and programs developed for training aircrew members at formal schools. It includes all student study guides, workbooks, computer-based training lessons, slide tape lessons, instructor guides, and applicable MC Form 1023 or MC Form 1024 related to the specific course.

**Formation**—Two or more aircraft under the command of a designated mission commander or formation leader, operating in close proximity with each other. The aircraft commander assumes responsibility for the aircraft's position relative to others flying in the same formation.

**Initial Qualification Training (IQT)**—Training to qualify the aircrew in basic aircraft flying duties without specific regard to the unit's operational mission. The minimum requirement for Basic Qualification status.

**Joint Air Attack Team (JAAT)**—Coordinated CAS with helicopters.

**Joint Force Training (JFT)**—Scenarios employing integrated aerospace and land/naval forces. Examples include JAAT, CAS with FAC, airdrop escort, etc.

**Low Altitude Tactics**—Day or night tactical operations below 3000 feet AGL.

**Medium Altitude Tactics**—Day or night tactical formation (if appropriate for night mission profiles) above 5000 feet AGL; ingressing to a target area, employing actual or simulated ordnance, and egressing with mutual support (if appropriate for night mission profiles). \*\* Day or night tactical operations between 3000 ft AGL and 5000 feet AGL.

**Mission Qualification Training (MQT)**—Training required to achieve a basic level of competence in unit's primary tasked missions. This training is a prerequisite for CMR or BMC status.

**Night Event**—Log a night event when accomplished during official hours of darkness (30 minutes after sunset to 30 minutes before sunrise).

**Night Sortie**—Log a night sortie on which either the takeoff or landing and at least 50 percent or 1 hour of flight duration, whichever is less, occur during official hours of darkness (30 minutes after sunset to 30 minutes before sunrise).

**Nondemanding Sortie**—A day sortie that provides the aircrew with the opportunity to regain basic flying proficiency without excessively tasking those skills that have been under used during the non-flying period. Sorties that do not include events listed in the definition of demanding sortie are non-demanding sorties.

**NVG Academic Refresher Training**—All NVG qualified aircrew will accomplish NVG academic training annually. Training may be conducted in conjunction with other recurring annual academic training. The ACC NVG academic courseware will be used to the maximum extent practicable. As a minimum, training will be based on a review of initial NVG academic courseware. The content and scope



of this review will be tailored to the HC-130 mission environment and is left to the discretion of the commander.

**Operational Flight Trainer (OFT)**—A training device which dynamically simulates flight characteristics. Used for normal, emergency, and instrument procedures, to include safety of flight, warfighting tasks, and skill integration training (see AFP 50-11 (AFPAM 36-2211)).

**Practice Airdrop**—Drop during which all standard procedures and signals are followed and standard airdrop training bundle is dropped

**| Primary Aircraft Inventory (PAI)**—DELETED.

**Primary Mission Aircraft Inventory**—Aircraft authorized for performance of the Operational mission. The PAI forms the basis for allocation of operating resources to include manpower, support equipment, and flying-hour funds. The operating command determines the PAI required to meet their assigned missions. (See AFI 16-402)

**Proficiency**—Demonstrated ability to successfully accomplish tasked event safely and effectively. For purposes of this instruction, proficiency also requires currency in the event, if applicable.

**Quality Assurance Representative (QAR)**—Member of the wing or group staff designated to verify and evaluate contractor performance according to the ATS quality assurance program plan, mandated by federal acquisition regulations (FAR)

**Simulated Airdrop**—A maneuver during which all standard procedures and signals are followed, but an aerial release is not made. Applicable doors or ramp need not be opened.

**Situational Emergency Procedures Training (SEPT)**—A discussion and review of abnormal/emergency procedures and aircraft systems operations/limitations based on realistic scenarios.

**Specialized Training**—Training in specialized tactics, weapons systems, or flight responsibilities such as flight lead, instructor, LASDT, etc. This training may be conducted in MQT or CT, as required.

**Squadron Supervisor**—Squadron Commander, Asst/Operations Officers, Flight CCs.

**Standard Airdrop Training Bundle (SATB)**—A locally manufactured airdropable item, used to simulate actual personnel, or equipment.

**System Review Board (SRB)**—The primary management tool to ensure a responsive training program, it is a quarterly review of all aspects of ATS contract performance.

**Tactical Deception**—Any activity designed to mislead the enemy operational commander by manipulating, distorting, or falsifying evidence, thereby inducing the enemy to act in a manner favorable to our interests or desires (see AFI 10-704).

**Tactics and Training Range (TTR)**—Sites capable of Radar Bomb Scoring (RBS), EC range training and special training (also called radar bomb scoring).

**Threat VID**—Visual identification of a bogey in a threat environment IAW AFTTP 3-1.

**Verification**—Applies to procedure aimed at verifying and refreshing aircrew tactical employment knowledge, emphasizing conventional operations and mobile targets. Verification is conducted in both initial and follow-on phases. Initial verification phase is a formal board proceeding convened to verify individual aircrew knowledge. Continuation training is to reinforce, refresh, and update aircrews on unit wartime mission/tasking, tactics, and procedures. (A ground training process aimed at ensuring aircrew

tactical employment knowledge. Verification is a unit tactics program conducted in both initial and follow-on phases. Initial verification consists of initial verification academics. Continuation verification training is to reinforce, refresh, and update aircrew members on unit wartime mission/tasking, tactics, and procedures)

**Visual Reconnaissance**—An event using basic navigational techniques during which surveillance of an area or lines of communication is conducted, leading to the timely acquisition of information or enemy activities. It encompasses map reading, recognition of terrain features, pilotage, and DR.

**Visual Identification (VID)**—Often required to positively identify an aircraft using visual means.

**Table A1.1. Experienced Crewmember Definition.**

AIRCRAFT CREW POSITION	C-130 <sup>1</sup>	PAA <sup>2</sup>	AC PAA <sup>3</sup>	TOTAL <sup>4</sup>
<b>HC-130</b>				
Aircraft Commander			400	1200
or	800		200	1200
or		800	200	1200
Navigator		400		400
or	400	200		600
Flight Engineer		300		300
Loadmaster		150		500
ACS		300		500
<b>Notes:</b> 1. C-130 Flying time any type C-130 2. HC-130 time 3. A-Code flying time in the HC-130 4. Total fixed-wing flying time (includes UFT)				

## Attachment 2

## GLOSSARY OF MISSION/SORTIE AND EVENT DEFINITIONS

## A2.1. Mission/Sortie Definitions:

## Basic Sortie—

**Pilots:** Complete a takeoff and landing.

**Navigators:** Monitor a departure and approach. If more than one qualified navigator is on a flight, each may obtain sortie credit on the same flight provided each one occupies the navigator position, maintains a log, performs navigator duties, and meets the requirements of the navigational sortie description.

**Flight Engineers, Loadmasters, and ACS:** Credit any type of mission actually flown. Two crew members may log a sortie on the same sortie if the requirements of a Basic Sortie are met.

Log a maximum of one sortie per mission.

**Local Proficiency Sortie**—A local proficiency sortie (LPS) is a local training mission for practicing instrument, transition, and emergency procedures. Fly maneuvers under the direct supervision of an IP. An IP can log an LPS without additional IP supervision. Complete all maneuvers to an acceptable level of proficiency as determined by the IP to log the LPS. Should the LPS be incomplete for weather or aircraft malfunction only, the instructor will determine whether the entire LPS will be re-accomplished or just the incomplete events. Instructors need not accomplish all the events on a single sortie. Credit the LPS upon completion of the last event. A minimum of one hour actual flying time is required to log the LPS. ACs should practice windmill taxi starts. ACs and authorized copilots should practice three engine approaches. As the absolute minimum, practice the following maneuvers (IAW [Attachment 3](#), Training Restrictions): Review boldface emergency procedures, one precision instrument approach, one non-precision instrument approach, holding pattern or procedure turn, circling approach (traffic permitting), simulated engineout landing, simulated engineout goaround, and a VFR traffic pattern (weather permitting). Do not credit an LPS on the same flight as an evaluation. **EXCEPTION:** ANG and AFRC units will develop local LPS guidelines to remain within their programmed flying hours.

**Night Landing**—Log only one landing for each basic sortie. Accomplish the landing between 30 minutes after sunset to 30 minutes before sunrise (official darkness).

**Instrument Approaches**—IAW AFMAN 11-217, *Instrument Flight Procedures*.

**Day/Night Navigation Sortie**—A minimum of 2 hours over a category I route. The navigator will maintain a log using dead reckoning, radar fixes, radio aid fixing and range control procedures. Each navigator can credit only one navigation sortie per flight, however more than one qualified navigator may obtain sortie credit on the same flight provided each one occupies the navigator position for a minimum of 2 hours, maintains a log, performs navigator duties, and meets the requirements of the navigation sortie.

Celestial (deleted)

Pressure Pattern (deleted)

**Radar Fix:** A position plotted on a chart using the radar as the primary method of determining position. Credit a radar fix using range/bearing from a single target, or range/range or bearing/bearing from multiple targets to determine position.

**ARA/SCA (Airborne Radar Approach/Self Contained Approach)**—Make practice approaches under VMC (day or night) or under ground radar monitoring during IMC. Do not log ARA/SCAs when the pilot is making any other type instrument approach. Credit the ARA/SCA if, in the opinion of the pilot, a safe landing can be made from minimums. Follow approach procedures as established in 11-2HC-130 Volume 3.

**RAP Sortie**—RAP sorties are used for tracking sortie lookback. Log a RAP sortie when a mission sortie or combat skills sortie is accomplished. Log a maximum of one RAP sortie per mission. Dual log as basic sortie if all the requirements of a basic sortie are accomplished

**Combat Skills Sortie**—Log a combat skills sortie when:

1. A low level route and an air refueling, airdrop, tactical recovery or assault operation (assault take-off and landing) are accomplished or
2. Chaff/flare/RWR events are accomplished in response to threat identification and reaction to threat emitters or
3. Any combination of 4 of the following event types are accomplished: Rescue Kit Deployment (MA-1 kit, parabundle, or freefall), search pattern, tactical airdrop, actual personnel deployment, low level route, air refueling, assault profile (takeoff and landing).
4. FE may log when at least 1 required event and 2 or more tactical combat checklists are accomplished.
5. LM and ACS may log when 2 or more required events are accomplished.

**Mission Sortie**—Missions will be a combat scenario profile that relates to the unit's DOC statement. Minimum requirements to credit a mission sortie are: Intel scenario, combat mission planning, low or high level profile, and a successful TOT. Desired events include air refueling air drop, threat identification and reaction, assault takeoff and landing, secure voice, have quick, authentication, and use of aircrew protective equipment (helmet, survival and flak vests, weapons, cockpit armor if available). In addition, any Air Tasking Order fragged Contingency/Combat Support sorties may be logged as Mission Sorties.

**Assault Operations**—Pilots and copilots accomplish this training in their respective crew positions. Accomplish maximum effort landings on appropriately marked assault zones of 3500 ft or less. Meet the following requirements in order to log the landings: (1) Touchdown within the first 500 feet. (2) Do not credit goarounds. Copilots credit takeoff and landings and update currency by performing copilot duties during assault operations.

**Night Assault Landing**—Accomplished a maximum effort landing at night.

**Low Level**—Aircraft Commanders may log a low level route when flying in either seat provided they fly the aircraft and accomplish Aircraft Commander duties throughout the sortie. Do not credit the sortie for a crew induced aborted airdrop.

**Day Low Level**—Log a low level day route for a minimum of 30 minute lowlevel route, successful timeovertarget (TOT). FE, LM, ACS are exempt from TOT.

**NVG Low Level**—Log an NVG Low Level route for a minimum of 30-minute NVG lowlevel route is

accomplished between 30 minutes after sunset to 30 minutes before sunrise to a successful timeovertarget (TOT). FE, LM, ACS are exempt from TOT requirements.

**Unfamiliar Route**—Log an unfamiliar route on a low level (day or NVG) as described above, and is flown using a newly designed route for that particular mission. Dual log as day low level/ NVG low level as appropriate.

**Air Refueling**—Event includes an aerial rendezvous, using visual or electronic procedures to arrive no more than mile left/right of the receiving helicopter when 1 NM in trail. The primary means of navigation will be by radar, SCNS, air-to-air TACAN, and IFF Interrogator. For the navigator, the tanker must arrive at the pre-briefed Air Refueling Control Point (ARCP) on time to 120 seconds past the Air Refueling Control Time (ARCT). If no ARCT is established, an actual refueling rendezvous must be accomplished. For the pilot and loadmaster there must be at least 2 minutes with the receiving helicopter attempting contact or in contact with the hose (dry contact or wet transfer). For flight engineer, the checklist must be accomplished and hoses extended and contact checklist completed.

**NVG Air Refueling**—An aerial refueling accomplished 30 minutes after sunset until 30 minutes prior to sunrise or when ambient light conditions permit the use of night vision devices. Dual log as total aerial refueling.

**Single-ship Recovery**—Pilots log a single-ship recovery when a random steep or shallow approach is accomplished. Copilots log this event when they perform copilot duties during a random steep or shallow approach.

**Composite Force Training (CFTR)**—Scenarios employing multiple flights of the same or different types of aircraft, each under the direction of its own flight leader, performing the same or different roles. Only one event may be logged per sortie (**EXCEPTION:** if an AAR separates events, a maximum of two events may be logged per sortie (AFI 11-214))

**Composite Wing Training (CWT)**—A mission scenario based on a Composite Wing's CONOPS involving an intelligence scenario and support, an Air Tasking Order (ATO), and a Mission Commander responsible for planning the mission. These missions must include participation from more than 50% of the wing's flying and air control squadrons. The mission will also have opposing forces, such as air-to-air adversaries, EC opposition, and/or surface-to-air threats. A CWT event may be logged with a Composite Force Training (CFTR) event.

**Chaff Event**—In-flight dispensing of chaff during a tactical mission profile in response to an actual or simulated threat. Event requires actual release and is limited to logging one event per sortie

**Flare Event**—In-flight dispensing of self-protection flares during a tactical mission profile as a threat response. Event requires actual release and is limited to logging one event per sortie.

**RWR Event**—The aircrew detects a surface or airborne threat via electronic or simulated means and react with appropriate threat calls, aircraft maneuvers and expend/simulate defensive chaff.

**Airdrop Events**—Log this event when a successful airdrop is accomplished. The load must exit the aircraft (not required for Loadmasters if the slowdown checklist is successfully completed) and be scored as a successful drop. A successful airdrop is 0-300 meters adjusted circular error (CE) for equipment, personnel, and SATB. For jumpmaster directed door bundles or personnel drops the pararescue jumpmaster assumes full responsibility for ground positioning of the load. Airdrops require using visual procedures for release.

**Personnel Actual**—Loadmaster log this event when an actual personnel are loaded, rigged, and all checklist through the slowdown checklist are accomplished.

**Tactical Airdrop (CARP/HARP)**—Aircrew-directed single-pass drop using airborne derived winds in conjunction with ACC Form 512 calculations. TOT must be within  $\pm 30$  seconds of planned drop time and airdrop must be successful (0-300 yards CEP) (N/A LMs).

**Night Tactical Airdrop**—Crew will accomplish this airdrop between 30 minutes after sunset and 30 minutes before sunrise (official darkness).

**Pararescue Deployment**—Log this event when airdropping pararescue personnel on a land or water drop zone using jump-master directed procedures. Dual log as total airdrop.

**Parabundle**—Log this event when an actual parabundle (or simulated with sea dye or marker smoke) is dropped.

**Ramp Bundle**—A package dropped from the aircraft which may include, but not be limited to, RAMZ, All Terrain Vehicles or other rescue vehicles. Ramp bundle may be simulated using appropriate load weights and rigging.

**Freefall**—Log this event when an actual freefall bundle (or simulated with sea dye or marker smoke) is dropped.

**MA-1/2 Kit Deployments**—Log this event when dropping a MA-1/2 Sea Rescue kit using the delivery pattern specified in AFI 11-2HC-130V3. For pilots, kit must bracket survivor on the briefed side (upwind/downwind) may be simulated with markers. Loadmasters must drop an actual kit or a dummy kit.

**Illumination Sortie**—Crew will launch at least two of the following flares: LUU-2/B; LUU-4/B. Crew will demonstrate ability to coordinate flare illumination operations with ground and support air assets.

**Pyrotechnic Operations**—The loadmaster will demonstrate the proper loading and downloading procedures for all pyrotechnic equipment used to support a rescue mission sortie. The ACS will assist the loadmaster when duties permit. May be credited by ground demonstration in a static aircraft or hulk trainer.

**Search Pattern**—Sorties involve the planning, SCNS programming, and in-flight execution of at least two of the six possible search patterns (route, sector, expanding square, parallel, creeping line, contour). The crew should fly each search pattern a minimum of 10 minutes and include a simulated sighting in each scenario. Conduct search pattern using the appropriate track spacing, radius/width, altitude, and airspeed consistent with meteorological conditions and (simulated) objective of the search.

**Secure Voice**—Correctly load key tapes into Secure voice equipment. Communicate with other aircraft or C3 agency. Only one Secure Voice event may be logged per day.

**Authentication**—Requires correct response to an authentication challenge using appropriate authentication tables.

**Encode/Decode**—Requires correctly encoding and transmitting a message or receiving and decoding a message using appropriate tables.

**Have Quick**—Correctly load the word-of-the-day (WOD), self-start time-of-day (TOD), or receive a mickey provided by an outside source. Communicate with receiver helicopter or other aircraft in preparation for aerial refueling and recovery. The training objective is to operate Have Quick throughout

all phases of training, including all sorties accomplished as part of a particular training mission. Only one sortie may be logged per day.

**Attachment 3****VERIFICATION TRAINING GUIDE****A3.1. Tasking to Training Process:**

- A3.1.1. Realistic Training Process.
- A3.1.2. Review Unit OPLANs.
- A3.1.3. Review Unit DOC Statements.
- A3.1.4. Publications Overview.
- A3.1.5. AFI 11-HC130V1.
- A3.1.6. AFI 11-HC130V2.
- A3.1.7. AFI 11-HC130V3.
- A3.1.8. AFTTP 3-1, Volumes 1 and 2.
- A3.1.9. Review Tactics Training Opportunities.

**A3.2. Theater Training:**

- A3.2.1. Unit Tactics offices will develop theater training for JFCOM, CENTCOM, PACOM, SOUTHCOM and EUCOM.
- A3.2.2. Subject areas will include geography, terrain, climatology and recent history, command structure, intelligence, theater resources and their disposition, rules of engagement, command/control/communications, local operating procedures, theater employment, electronic combat, tactical deception.

**A3.3. Combat Operations.** ATS Courseware (IC/PNFL-205-01).**A3.4. Mission Planning Academics.** ATS Courseware (IC/PNFL-203-01).**A3.5. Intro to Tactics Academics.** Mission Execution Academics. ATS Courseware (IC/PNFL-207-01).**A3.6. Tactics Academics.** CAT academics.**A3.7. Scenario Planning.** Tactics will develop scenarios for each of the theaters covered in theater training. Each class will flight plan a complete mission to one theater.



## Attachment 4

## TRAINING RESTRICTIONS

**A4.1. Knock-It-Off.** Aircraft Commanders should brief the accepted maneuver termination command, "knock-it-off," for any member of the crew to call for termination of a training maneuver. Upon hearing "knock-it-off," the crew should establish a safe attitude and airspeed and return the aircraft power and flight controls to a normal configuration. Brief and use this command with care to ensure the crew fully understands clearly how to safely terminate the maneuver and what a normal configuration is for that phase of flight.

**A4.2. Training Aircraft Not Capable of Flight.** (Not applicable to ARC.) If an aircraft is not capable of departure within four hours after scheduled departure time, cancel the training mission. The unit commander or operations officer with the concurrence of the pilot in command may grant exceptions. Provide a minimum of one and one-half hours for aircraft preflight duties before the end of the four hours.

**A4.3. Simulated Emergency Flight Procedures:**

A4.3.1. Practice emergencies that require simulating an engine shutdown, only during training, evaluation, or currency flights when an instructor or flight examiner pilot is in one of the pilot seats. Do not conduct aircraft systems emergency procedures training during any tactical training. Instructor pilot candidates who occupy a pilot seat and are under the supervision of a flight examiner pilot not in a pilot seat may practice simulated emergency procedures during initial or requalification upgrade evaluations to instructor pilot. Preface all simulated emergencies with the word "simulated" and terminate simulated emergencies when an actual emergency arises.

A4.3.2. Do not perform simulated emergencies, touch-and-go landings, and stop-and-go landings when passengers are on board. Touch-and-go and stop-and-go landings may be performed with MEGP passengers.

A4.3.3. Conduct simulated emergency flight procedures IAW AFI 11-401 and this directive. Use a realistic approach and do not compound emergencies. Limit simulated emergencies to noncritical phases of flight when possible. Notify the controlling agency if anticipating a nonstandard traffic pattern or pattern requiring special sequencing.

A4.3.4. Flight crews shall not perform simulated takeoff, approach/missed approach, or landing emergencies with aeromedical personnel on board.

A4.3.5. Instructors, flight examiners, and touch and go designated aircraft commanders may request "option approach" prior to initiating an approach when desiring a stop and go, touch and go, or low approach

**A4.4. Touch-and-Go Landings.** Authorized only on designated training, evaluation, or currency missions.

A4.4.1. Touch-and-go landings may be performed by any pilot from either seat when a flight examiner pilot, instructor pilot, or instructor pilot candidate on initial or requalification instructor evaluation occupies a pilot's seat.

A4.4.2. When the Pilot-in-Command is a "touch and go certified" aircraft commander, flight idle touch-and-goes may be performed by the aircraft commander in the left seat and by the other qualified pilot or copilot in the right seat. **NOTE:** Unit commanders or appropriate ARC Ops Supervisor will designate "touch and go" certified aircraft commanders on the letter of certification. Individuals must have at least 100 hours as C-130 Pilot-in-Command.

A4.4.3. Include type of touch-and-go as part of the crew briefing, (i.e., ground idle or flight idle). Do not perform a no-flap ground idle touch-and-go.

A4.4.4. Minimum runway length for 50 percent flap flight idle touch-and-go landings are 5000 feet. Minimum runway length for all other touch-and-go landings is 6000 feet.

A4.4.5. Authorized when crosswind component corrected for RCR is within the recommended zone of the landing crosswind chart. Ceiling and visibility must be at least 300 feet and 3/4 mile (RVR 40).

A4.4.6. Not authorized when normal wake turbulence criterion is not met or when intercepting or crossing the flight path of a jumbo jet while performing an approach or landing.

A4.4.7. Stop-and-Go Landings. Authorized only on designated training, evaluation, or currency missions. Authorized to be performed by any C-130 qualified pilot provided the following conditions are met:

A4.4.7.1. Runway remaining for takeoff must be sufficient to allow takeoff and refusal speeds to be equal. Crosswind component corrected for RCR must be in the recommended zone of the landing crosswind chart. Ceiling and visibility must be at least 300 feet and 3/4 mile (RVR 40).

A4.4.7.2. Do not perform Stop-and-Go landings in conjunction with no-flap landings, when normal wake turbulence criterion is not met, or when intercepting or crossing the flight path of a jumbo jet while performing an approach or landing.

**A4.5. Simulator Only Maneuvers.** Do not perform the following maneuvers or procedures in the aircraft:

Full stalls

Rudder Force Reversals (Fin stalls)

Spins

Simulated runaway trim malfunctions

Simulated hydraulic system loss by turning engine driven hydraulic pumps off

Simulated two-engine out, approach, or landing

Simulated engine out takeoffs

**A4.6. Simulated Instrument Flight.** Do not use a hood or other artificial vision restricting device for any phase of flight. Simulated instrument flight may be flown and logged without use of a vision restricting device.

**A4.7. Windmill Taxi Start.** Direct IP supervision required. Authorized during daylight. Crosswind component must be within the recommended zone of the flight manual takeoff crosswind chart. Runway must be dry, hard-surfaced, and at least 147 feet wide. Dash one recommendations are mandatory.

**A4.8. Aborted Normal Takeoff.** Direct IP supervision required. Authorized during formal upgrade training in daylight. Crosswind component must be within the recommended zone of the takeoff crosswind chart. Runway must be dry, hard-surfaced, and long enough to allow refusal and takeoff speeds to be equal. Initiate the abort by stating "REJECT" before refusal speed. Do not practice aborts from touch-and-go or stop-and-go landings. Prebrief all actual engine shutdowns due to a simulated malfunction.

**A4.9. Aborted Max Effort Takeoff.** Direct IP supervision required. Authorized for AC upgrades and above during formal upgrade training. Restricted to the main runway during daylight. Crosswind component must be within the recommended zone of the takeoff crosswind chart. Runway must be dry, hard-surfaced, and long enough to allow refusal and takeoff speeds to be equal. Simulate a runway length less than critical field length. Initiate the abort by stating " REJECT" at or below a refusal speed based on simulated runway length. Compare distance traveled to runway length and point out the ramifications of operating with less than critical field length. Cool brakes between aborted takeoffs. Do not shut down an engine due to simulated malfunctions. Do not practice aborted max effort takeoffs from stop-and-go landings.

**A4.10. Maximum Effort Takeoff.** Aircraft commanders may accomplish maximum effort takeoffs. Maximum effort takeoffs should be performed from the main runway when it is available (I.E., safe and practical to taxi from an assault landing zone). Takeoffs from the assault zone are authorized during formal mission qualification training or when approved by the OG/CC for currency or proficiency

**A4.11. Actual Engine Shutdown and Airstart.** Direct IP supervision required. One engine may be shutdown at not lower than 2500 feet AGL in daylight VMC.

**A4.12. Approach to Stalls.** Direct IP supervision required. Authorized during formal upgrade training in day VMC at a minimum of 5000 feet above the ground or cloud deck.

**A4.13. Instrument Steep Turns.** Authorized during daylight VMC with up to 60 degrees bank. Restricted to at or above 5000 ft for bank angles in excess of 45 degrees. Check stall speed prior to making instrument steep turns. **NOTE:** Stall speed for 60 degrees bank is approximately 1.4 times the stall speed for 0 degrees of bank.

**A4.14. Pilot Transition Training.** Fly initial training missions during daylight VMC unless unacceptable training delays result.

**A4.15. No-Flap Landing.** Direct IP supervision required. Authorized for AC candidates and above. No-flap circling approaches authorized for AC upgrades and above. Engine out no-flap approaches authorized for aircraft commanders and above. Do not combine no-flap circling approaches with any other simulated emergencies. Maximum gross weight is 120,000 lbs, and the crosswind component must be within the recommended range on the crosswind chart. Authorized in night VMC and day IMC if weather is at or above circling minimums. **NOTE:** Check No-flap landing distance with runway available.

**A4.16. Go-Around, Missed Approach.** Minimum altitude is 500 feet AGL when aircraft, equipment, or personnel are on the runway. Initiate VFR go-arounds no lower than 200 feet AGL when practicing

simulated emergencies. Initiate practice instrument missed approaches no lower than the minimum altitude for the approach. (Instructor required for simulated engine out maneuvering.)

**A4.17. Simulated Engine Failure.** Direct IP supervision required. One throttle may be retarded to FLIGHT IDLE at not less than air minimum control speed (one-engine inoperative, out of ground effect) nor less than 300 feet AGL. Authorized in night VMC and daylight IMC if the weather is at or above circling minimums. Crosswind component must be within the recommended zone of the landing crosswind chart. Engine out no-flap landings are restricted to aircraft commanders upgrades and above, and planned go-arounds are not authorized. Required go-arounds from engine out no-flap approaches require setting the flaps to 50% and using all four engines. Do not compound engine out circling approaches with any other simulated malfunctions. Copilots having attained 300 C-130 flying hours may conduct three-engine approaches, missed approaches, and landings.

**A4.18. Slow Flight Demonstration.** Direct IP supervision required. Authorized at or above 5,000 ft AGL. Fly at approach, threshold, and 1.2 times power off stall speed with gear down and flaps 70% and 100%, do not exceed 15 degrees of bank. Do not exceed 30 degrees of bank when flying at PJ MOS or normal air refueling airspeeds. Do not use any bank angle when flying at Air Refueling MOS.

**A4.19. Copilot Takeoff/Landing Restrictions.** Copilots may not perform max effort takeoffs or landings, or no-flap landings in the aircraft. (This paragraph does not apply to AC candidates or copilots in AC upgrade.)

**A4.20. Formal Course Maneuvers Only.** Perform the following maneuvers under the direct supervision of an IP during formal course upgrade training. Aborted takeoffs (CP and above) and aborted max effort takeoff (AC upgrades and above), restricted to main runway only. Maximum effort takeoffs from assault strips are authorized during formal school mission qualification training and formal school instructor qualification training.

**A4.21. NVG Restrictions.** All NVG Operations require cockpit lighting to adhere to the following minimums: Blue or Green flood lights throughout the cockpit or light taping as prescribed by AFI 11-2HC-130V3 guidance.

A4.21.1. NVG operations will cease prior to the approach and landing. **(EXCEPTION: NVG Air-land Operations)** **NOTE:** Approximately 5 minutes are required to regain full night vision after using NVGs.

A4.21.2. NVG aided visual acuity of 20/45 is required for all NVG use.

**Attachment 5**

**TRAINING SHORTFALL REPORT**

MEMORANDUM FOR MAJCOM/DOT

SUBJECT: XX SQ training shortfalls

FROM:

1. TRAINING SHORTFALLS (Training events/sorties not accomplished or locally waived. Only report those shortfalls that the unit commander determines will have a major impact on training. Generally report only those events/sorties that affect 15% or greater of the crew force.)

EVENT/SORTIE--PERCENT OF CMR CREWS (BY CREW POSITION)

--SPECIFIC REASON FOR SHORTFALL

--CORRECTIVE ACTION (IF ANY)

--LIMFACS

2. COMMANDER'S COMMENTS (Open forum for comments to improve the training reporting system.)

1<sup>ST</sup> Ind, OG/CC

TO: HQ MAJCOM DOT

CC: NAF DO

**Attachment 6****WAIVER FORMAT**

**A6.1. Waiver Information Format.** Provide the following information on the referenced individual in a waiver request. Number items as listed; mark unused items as "not applicable (N/A)." Provide asterisked (\*) item information on all waivers.

- (1) \*Name, grade, Social Security Number (SSN)
- (2) \*Flying organization (assigned and attached)
- (3) \*Present crew qualification including special qualifications.
- (4) \*Total flying time and PAA time (including instructor or evaluator time if applicable)
- (5) \*Specific nature of waiver
- (6) \*Reason and justification for waiver
- (7) Crew qualification to which person is qualifying or upgrading
- (8) Previous attendance at any formal instructor course (including course identifier and graduation date)
- (9) Training start date
- (10) Mandatory upgrade or qualification date
- (11) Date event last accomplished and normal eligibility period
- (12) Remarks, to include formal school courseware required
- (13) \*Unit point of contact (including name, rank, telephone number, and functional address symbol)

## Attachment 7

## AIRCREW TRAINING DOCUMENTATION

**A7.1. General Information.** This attachment provides guidelines on proper training documentation. Instructions are provided for AF Form 4022, **Aircrew Training Folder**; AF Form 4023, **Aircrew Training Progress Report**; AF Form 4024, **Training Accomplishment Report**; and AF Form 4025, **Summary and Close-out Report**. Dispose of records in accordance with AFMAN 37-139, *Records Disposition Schedule*.

A7.1.1. Initiate a training folder, AF Form 4022, for AFCAT 36-2223 formal training (either at formal school or in-unit), mission qualification, special qualification or certification training, in-unit upgrade program to the next higher crew qualification, qualification or requalification training (either at formal school or in-unit), or for any corrective action or additional training.

A7.1.1.1. The unit operations officer may waive the training folder requirement if corrective action or additional training is limited. If initiated, the instructor or flight examiner who evaluated the aircrew member's performance will enter comments pertinent to the training deficiency on AF Form 4023. Use the existing training folder for end-of-course evaluations that result in additional training.

A7.1.1.2. At the unit commander's discretion, training folders for an individual undergoing more than one training program in a short period of time may combine all training into one AF Form 4022; e.g., a previous instructor in the MDS upgrading to AC may have his or her mission upgrade combined with instructor upgrade in the same folder.

A7.1.2. Formal schools will send AF Form 4022 with all training records to the trainee's gaining unit. Squadron commanders will review formal school training records and enter appropriate comments on the training guide progress record or AF Form 4023.

A7.1.3. Squadrons will maintain the training folders for their personnel in a location readily accessible to instructors and supervisory personnel. The trainee may review his or her folder at any time.

A7.1.4. The instructor or trainer will review the training folder, to include AF Forms 4023 and 4024 prior to all training periods. Those areas not previously accomplished or those in which aircrew members require additional training, will be noted for possible inclusion during the current training period. Operations officers will review active training folders quarterly, and flight commanders or squadron training representatives will conduct a monthly review. Monthly and quarterly reviews will be annotated on AF Form 4023 or in the training guide.

A7.1.5. Upon completion of training, place the summary/closeout report (AF Form 4025) in the individual's flight evaluation folder (FEF) or in a permanent training folder, as specified in MAJCOM supplement. Refer to AFMAN 37-139, *Records Disposition Schedule*, for further guidance. Squadrons will retain all AF Forms 4022 contents for 1 year, then return them to the aircrew member. Do not insert AF Forms 4022, 4023, or 4024 or training guides into FEFs.

A7.1.6. For purposes of training documentation, classroom only training conducted at the unit should be identified as Academic Training (AT). Ground Training (GT) will be considered all training conducted outside the classroom not associated with a flight or artificial training device.

**A7.2. Instructions for AF Form 4022.** This form is a folder constructed of hard stock paper. The inside covers have tables for documenting training. AF Forms 4023, 4024, and 4025 and additional information (waivers, memorandums, etc.) will be attached through the centered holes of the folder. Training guides will be placed inside the folder. The form is available through the Air Force Publications Distribution System IAW AFI 37-161, *Distribution Management*. Comply with the following when documenting aircrew training on the form.

**NOTE:** Formal school instructors using ATS courseware are not required to complete the following sections of the AF Form 4022: ground training summary, written evaluations, and flying training summary if this information is tracked by other means and sent to the gaining unit with AF Form 4022.

A7.2.1. Trainee Information (cover): Provides trainee and course information.

A7.2.1.1. Name and grade. Self-explanatory.

A7.2.1.2. Crew position. Self-explanatory (For aircrew members in an upgrade program, enter the crew position to which they are upgrading).

A7.2.1.3. Unit of assignment. Self-explanatory.

A7.2.1.4. Type of training. Enter formal course title or, for special mission qualification, enter type, e.g. FCF. For other types of training, enter a descriptive identifier.

A7.2.1.5. Class number. Enter formal school class number; otherwise, leave blank.

A7.2.1.6. Course number: Enter only the AFCAT 36-2223 formal course number (otherwise, leave blank).

A7.2.2. Ground Training Summary (inside left). (This section provides a chronological record of ground training events). Record nonflying training events. Entries are required for CTD, SIM, OFT, PTT, CPT, WST, GT. Entries are required for inunit academic instruction conducted according to formal school courseware. Classroom academic training will be identified as AT. Units will not record academic training on the AF Form 4022 summary (even though it appears on the AF Form 4022 as a training period designator).

A7.2.2.1. Date. Self-explanatory.

A7.2.2.2. Training period. Enter sequentially numbered training period designators, e.g. "CPT-1," "WST-2," "GT-3," etc., or specific course identifier.

A7.2.2.3. Status. Enter incomplete (INC) and the reason, e.g. "INC-MX" (maintenance) or "INC-PRO" (trainee proficiency) when an additional training period, over those remaining, will be required to accomplish the lost training events originally scheduled for that training period; otherwise, leave blank.

A7.2.2.4. Instructor or trainer (qualification). Enter the name of the instructor or trainer and aircrew qualification, e.g. aircraft commander (AC), and instructor pilot (IP).

A7.2.2.5. Training time. Self-explanatory. Do not include time normally associated with pre-briefing and debriefing.

A7.2.3. Training Period Designators. Codes to describe training periods. Formal training schools may use more descriptive designators if required.



A7.2.4. Written Evaluations. If applicable and desired, record data for the inflight evaluation required to complete the training program.

A7.2.4.1. Date. Enter the date the written evaluation was satisfactorily completed.

A7.2.4.2. Type. Enter the AFI 11-2MDSV2 description or other appropriate identifier.

A7.2.4.3. Grade. Enter according to AFI 11-2MDSV2.

A7.2.5. Performance Evaluation Summary. Record data on required evaluations including re-evaluations (if applicable).

A7.2.5.1. Date recommended. Enter the date recommended for a performance evaluation (CPT, WST, or flight).

A7.2.5.2. Type evaluation. Enter AFI 11-2MDSV2 evaluation description or other appropriate identifier.

A7.2.5.3. Instructor (qualification). Enter the name and aircrew qualification of the instructor recommending the student for an evaluation.

A7.2.5.4. Operations review. With the initials of the reviewer, indicate a records review has been accomplished following recommendation for an evaluation. **NOTE:** Flight commanders or supervisors will accomplish reviews during formal training courses. Squadron commanders or operations officers are required to accomplish reviews prior to flight evaluations.

A7.2.5.5. Date evaluated. Enter the date the evaluation was completed.

A7.2.5.6. Evaluator. Self-explanatory.

A7.2.5.7. Grade. Enter according to AFI 11-2MDSV2.

A7.2.6. Flying Training Summary. This section provides a chronological record of flying training sorties. Log all sorties scheduled even if canceled by external factors such as weather (WX) or maintenance (MX).

A7.2.6.1. Date. Self-explanatory. On operational missions, enter inclusive dates, e.g., 28 Jul - 7 Aug 95.

A7.2.6.2. Training period. Enter sequentially numbered training period designators, e.g. "S-1," "AD-1," "O-2," etc.

A7.2.6.3. Status. Enter "INC" and reasons, "WX," "MX," or "PRO" when an additional training flight, over those remaining, will be required to accomplish lost training events originally scheduled for that period (INC-WX); otherwise, leave blank.

A7.2.6.4. Instructor (qualification). Enter the name and aircrew qualification of the instructor.

A7.2.6.5. Mission time. Enter the total flight-time of the training or operational mission in the top half of the block. If documentation of seat-time is required, enter the flight-time the trainee was actually in the seat in the lower half of the block.

A7.2.6.6. Cumulative time. Use this block to enter the individual's total cumulative flight-time in the specific training course. Enter total cumulative flight-time in the top half of the block and, if required, the total cumulative seat-time in the lower half of the block.

A7.2.7. Performance and Knowledge Standards (For use with AF Form 4024, see paragraph [A7.4.11.](#)).

A7.2.8. Grading Codes (For use with AF Form 4024, see paragraph [A7.4.8.](#)).

**A7.3. Instructions for the AF Form 4023, Aircrew Training Progress Report:** This form provides a narrative description of training missions and is also used for documenting operations review of training progress. File AF Forms 4023 in order with the most recent flight on top. **NOTE:** A training guide may be used in place of AF Form 4023 to record training. The AF Form 4023 may be used for ATS and formal school courses at their discretion. If additional forms are needed, see AFI 37-160V8 for guidance.

A7.3.1. Training Period and Date (Item 1). Training period is either ground, simulator, or flight, i.e. AT-1, GT-1, SIM-3, S-4, etc. Also, annotate the date the training occurred.

A7.3.2. AT, GT, FLY, and ATD (Items 2, 4, and 6). Annotate time allocated for training and keep a running total (Items 3, 5 and 7) by adding previous totals to current training period time. Classroom academic training periods will be annotated as AT and tabulated under the ground training block.

A7.3.3. Total Training Time (Item 8). Keep a running total of all training time (add Items 3, 5, and 7).

A7.3.4. Remarks and Recommendations (Item 9). Describe the mission scenario. Local overprints are authorized. Comments will elaborate on trainee strengths and weaknesses, identify problem areas, record unusual circumstances, and indicate student progress. Recommendations will be specific and include tasks requiring further training and the type of training required. If more space is required for annotating remarks, draw vertical arrows through sortie information heading section (Items 1 through 8) of following block or form and continue remarks.

A7.3.4.1. Operations Review. In addition to reviewing all AF Form 4023 entries, the flight commander or squadron training representative will conduct a monthly review of active status AF Forms 4022. The squadron commander or operations officer will review active status AF Forms 4022 at least once each quarter. Document reviews on an AF Form 4023. The reviewer will annotate "monthly review" or "quarterly review," as applicable, in the training period block. Write comments concerning the trainee's progress, status, or recommendations in the mission profile, comments, and recommendations block.

A7.3.4.2. Monthly reviews are not required for formal school courses except in documented cases of unsatisfactory progress. ATS personnel will review the students records and ensure all required training is completed prior to entering flight training. If problems are encountered during the flying phase, the squadron will conduct reviews necessary to document unsatisfactory progress.

A7.3.5. Instructor Block (Item 10). Instructors will print and sign their name and annotate their rank and crew qualification.

A7.3.6. Students Block (Item 11). Students will print and sign their name.

A7.3.7. Reviewer Block (Item 12). For monthly and quarterly reviews, squadron commanders, operations officers, or flight commanders will print and sign their name and indicate their position. Flight commanders may use their initials in the review block after reviewing individual AAF Form 4023 entries.

A7.3.8. AF Form 4023 will be completed and reviewed by the student prior to his or her next training period.

**A7.4. Instructions for the AF Form 4024, Aircrew Training Accomplishment Report.** This form tracks, for each sortie, individual event and task accomplishment and grades. Units will overprint event and task listings, total number of repetitions required, and the required proficiency level (RPL) for each event and task. Use separate AF Forms 4024 for simulator and flight training. Maintain AF Forms 4024 on the right side of AF Form 4022.

**NOTE:** The AF Form 4024 may be used for ATS and formal school courses at their discretion. If additional forms are needed, see AFI 37-160V8 for guidance.

A7.4.1. Name. Self-explanatory.

A7.4.2. Crew Position. Self-explanatory.

A7.4.3. Course or Phase of Training. Enter the AFCAT 36-2223 formal course identifier, e.g. C5P. For special mission qualification, enter the type and identify the method of training, e.g. WST training, flying training, etc.

A7.4.4. Sortie. Enter sortie number e.g., S-1, S-2, CPT-1, etc.

A7.4.5. Date.

A7.4.6. Training Event and Task Listing. Reflects the tasks and subtasks in the training program that require specific student performance or knowledge proficiency standards.

A7.4.7. Number Accomplished. Reflects the number of times an event was accomplished on that sortie.

A7.4.8. Grade. Enter a "B", "F", "P", "S", or "U" as appropriate.

A7.4.8.1. "I"—Item must be accomplished once by the aircrew member, but does not require proficiency.

A7.4.8.2. "B"—Briefing item only.

A7.4.8.3. "F"—Familiarization item; proficiency is not required. The operations group commander or equivalent operations function will determine whether "F" items are completed by briefing, demonstration, observation, or actual accomplishment.

A7.4.8.4. "P"—Proficient; aircrew member has achieved the required proficiency level.

A7.4.8.5. "S"—Satisfactory; aircrew member has not achieved the required proficiency level but progress is satisfactory.

A7.4.8.6. "U"—Unsatisfactory; aircrew member was previously proficient, but has regressed or progress is unsatisfactory.

**NOTE:** Once a crew member has received "P" for an event, the only subsequent grade allowed is either "P" or "U." Any event graded "U" must have an associated remark on AF Form 4023.

A7.4.9. Total Number Required. Indicates the total repetitions of an event or task required by the course syllabus.

A7.4.10. Total Number Accomplished. Total of the number of repetitions actually accomplished.

A7.4.11. Required Proficiency Level (RPL). RPL for the specific event and task. Each event and task will have a performance standard designated for the required proficiency level the crew member must achieve. In addition, each event and task may have (optional) a knowledge standard designated

and used in the same manner as a performance standard. The standards for specific events are either listed in the applicable master task list (MTL) and evaluation standards document (ESD) for each weapon system or identified in the specific AFI 11-MDS volume. For those weapons systems that do not have any RPL listing, all events will have an RPL of "3" for performance and "C" for knowledge (if knowledge standards are used in addition to performance standards). **EXCEPTION:** One-time events required for familiarization and not listed in the MTL and ESD or specific AFI 11-MDS volume will not have performance and knowledge standard assigned. Performance and knowledge standards follow:

**Table A7.1. Event and Task Performance Standards.**

Code	Performance is:	Definition:
1	Extremely Limited	Individual can do most activities only after being told or shown how.
2	Partially Proficient	Individual can do most of the behaviors, but not necessarily to the desired levels of speed, accuracy, and safety.
3	Proficient	Individual can do and show others how to do the behavior in an activity at the minimum acceptable levels of speed, accuracy, and safety without the assistance of an instructor. For copilots, proficiency may involve actual aircraft control or copilot duties only. For instructors, proficiency includes the ability to demonstrate, instruct, and supervise ground and flight activity.
4	Highly Proficient	Individual can do behaviors in an activity at the highest level of speed, accuracy and safety.
<b>Event and Task Knowledge Standard</b>		
Code	Knowledge of:	Definition:
A	Facts and Nomenclature	Individual can identify basic facts and terms about the subject and when used with a performance code, can state nomenclature, simple facts, or procedures involved in an activity.
B	Principles and Procedures	Individual can explain relationship of basic facts and state general principles about the subject and when used with a performance code, can determine step-by-step procedures for sets of activities
C	Analysis, and Operating Principles	Individual can analyze facts and principles and draw conclusions about the subject and when used with a performance code, can describe why and when each activity must be done and tell others how to accomplish activities
D	Evaluation and Complete Theory	Individual can evaluate conditions and create new rules or concepts about the subject and when used with a performance code, can inspect, weigh, and design solutions related to the theory involved with activities.

#### **A7.5. Instructions for the AF Form 4025, Aircrew Summary and Close-Out Report:**

A7.5.1. For each formal training program, a summary and close-out report will be completed detailing the individual's strengths, weaknesses, overall performance, and other pertinent information.

A7.5.2. Squadron commanders, operations officers and flight commanders will ensure the comments on this form do not reflect personnel opinions or biases. All comments must be supported by information contained in the AF Forms 4023, or AF Forms 4024, as applicable. At formal schools, the instructor will accomplish the AF Form 4025 and the squadron commander's signature is optional.

**Attachment 8****INTERIM CHANGE 99-1 TO AFI 11-2HC-130 VOLUME 1, HC-130 AIRCREW TRAINING****SUMMARY OF REVISIONS**

This change incorporates interim change (IC) 99-1. It changes the OPR to Maj Benjamin C. Wash and incorporates changes to Pre-IQT training to include Airborne Communications Specialists (Para 2.3.3.), revises flying currencies for C-130E to 165 days (Para 4.5.5.), and adds a tactical recovery to events creditable toward logging a combat skills sortie (Para A2.1.). See the last attachment of the publication, IC 99-1, for the complete IC. A bar (|) indicates revisions from the previous edition

ial qualification training guide (PIQTG) to document training.

4.5.5. Multiple Currencies. Aircrew members will fly at least once every 90 days in each aircraft. Exception: HC-130 crewmembers in units with C-130E aircraft are required to fly in this aircraft once every 165 days. Aircrew members will accomplish all currency requirements for each aircraft they fly. If requirements for both aircraft designations (i.e., C-130E and HC-130P) are the same, aircrew members may complete currencies in either aircraft.

**A2.1. Mission/Sortie Definitions:**

| Combat Skills Sortie-Log a combat skills sortie when:

1. A low level route and an air refueling, tactical recovery or assault operation (assault takeoff and landing) are accomplished or
2. Chaff/flare/RWR events are accomplished in response to threat identification and reaction to threat emitters or
3. Any combination of 4 of the following event types are accomplished: Rescue Kit Deployment (MA-1 kit, parabundle, freefall), search pattern, tactical airdrop, actual personnel deployment, low level route, air refueling, assault (takeoff and landing).
- | 4. (FE) when at least 1 required event and 2 or more tactical combat checklists are accomplished.
5. (LM and ACS) when 2 or more required events are accomplished.

EXAMPLE: Crew accomplishes 2 MA-1 kits, 2 parabundles, 2 freefall drops (counts as 1 rescue kit deployment toward Combat Skills Sortie); 2 search patterns; an air refueling and finishes the sortie with an assault operation (takeoff and landing). Pilots may log a combat skills sortie.

**Attachment 9****IC 99-2 TO AFI 11-2HC-130 VOLUME 1, HC-130 AIRCREW TRAINING****1 SEPTEMBER 1999****SUMMARY OF REVISIONS**

This change incorporates interim change (IC) 99-2. See the last attachment of the publication, IC 99-2, for the complete IC. A multiplicity of changes are incorporated to include: changes in the ACC staff organization, sortie requirements, removal of GRID and pressure procedures, deletion of extraneous SAR training requirements, lookback changes, revisions to ground training tables, changes to RAP and Non-RAP currencies, addition of airdrop to mission sortie definition and the removal of the experienced copilot category. A ( | ) indicates revisions from the previous edition.

Certified by: HQ USAF/XOO  
(Maj Gen Michael S. Kudlacz)

**1.2. Responsibilities:**

1.2.1. HQ ACC/XO is designated as the responsible agency for this instruction IAW AFD 11-2. The ACC/XO will:

1.2.1.1. Chair semi-annual CAF Realistic Training Review Boards (RTRBs) to review ground and flying training requirements/programs for CAF units. RTRB participants will include applicable ACC active and reserve component representatives and applicable MAJCOM/DO/XO representatives from those MAJCOMs with major weapons systems for which ACC is lead command.

1.2.2.2. Forward all MAJCOM/FOA/DRU supplements to HQ ACC/XOF, who in turn will forward to HQ USAF/XOOT for approval. Provide HQ USAF/XOOT, HQ ACC/XOF, and all applicable MAJCOM/DO/XOs a copy of approved supplements to this instruction after publication. (RATIONALE: Consistency)

1.2.3.1. Provide standard instructional texts to support operational weapons/tactics training. Forward two copies of each to the MAJCOM and NAF/DO/XO/OV, and five copies to each CAF wing/group.

1.2.4.3. Designate the training level to which each RPI/API-6 (ANG: all flyers) will train. Upon request, provide MAJCOM/DOT/XOF (AETC: N/A, ANG: HQ ACC/XOG) with a list of Basic Mission Capable (BMC) and Combat Mission Ready (CMR) manning positions. Review programs and manning position designations annually.

1.2.4.5. Identify training shortfalls that adversely impact combat capability. Units are required to submit anticipated shortfall reports each quarter to MAJCOM/DOT/XOF (info copy to NAF/DO/XO) (Due 31 Jan, 30 Apr, 31 Jul) and a summary shortfall report at the end of the training cycle (Due 30 Sep). Prior to submitting the annual report, units are reminded to prorate incomplete training. For training report format, see Attachment 5, Training Shortfall Report. **NOTE:** For ACC units, this report may be submitted on the HQ ACC/XOF home page.

1.2.5.2. Ensure review of training and evaluation records of newly assigned aircrew members and those completing formal training, to determine the training required for them to achieve BMC or CMR and to ensure provisions of this instruction have been met.

1.4.4.3. N-CMR/N-BMC. Aircrew members that regress to N-CMR/N-BMC status will accomplish the requirements in accordance with 4.7.1.2.

1.5.4.1. Unless specifically directed, the SQ/CC determines the level of supervision necessary to accomplish the required training. This may include the use of squadron supervisors to observe certain training events. If the mission objectives include introduction to tasks or instruction to correct previous discrepancies, then an qualified instructor from a like crew specialty may be required.

1.5.4.1.1. Instructor Training, Supervision, and Usage

1.5.4.1.1.1. Instructors will comply with requirements of this instruction, with special emphasis on attachment 4, Training Restrictions. All instructors should be CMR (squadron-level and below).

1.5.4.1.1.2. Every attempt should be made to ensure instructor continuity for crewmembers

in initial, mission qualification, requalification, difference, or upgrade training. If more than 3 instructors are used, document the fact with a memo for record in the training folder.

**NOTE:** Squadron Commanders, Operations Officers, Flight Commanders, and Training Flight instructors will not be included in this limitation.

1.5.4.1.1.3. Normally, flight examiners should not evaluate students they have recommended for upgrade as instructors.

1.5.4.2. The following personnel must be supervised by an instructor from a like crew position when performing aircrew duties. See paragraph 4.6.5. for additional demanding sortie supervision requirements.

1.5.4.2.1. Non-current aircrew members.

1.5.4.2.2. Aircrew members in initial, difference, upgrade, or requalification flying

training. Qualified crewmembers may continue to fly unsupervised in their current crew position.

1.5.4.2.3. Senior officers who have not completed initial qualification as outlined in **Chapter 2** (to include an appropriate flight evaluation), supervisory personnel as defined in AFI 11-202V1, or any other staff personnel the WG, OG, or SQ/CC designate as required to fly with an instructor.

1.5.4.3. The following flight training for pilots requires direct supervision from an instructor pilot (i.e., the IP must be at a set of controls) while performing aircrew duties:



1.5.4.3.1. All MQT flights.

**NOTE:** MQT does not include the mission qualification portion of AC or IP upgrade. See paragraph 6.3.3. for additional AC upgrade supervision requirements.

1.5.4.3.2. Right-seat assault landing training for IP candidates.

1.5.4.3.3. Air refueling training (**Exception:** Mission IP upgrades flying in the right seat do not require direct supervision when a qualified pilot is in the left seat).

1.5.4.3.4. Unqualified/non-current pilots or senior officer pilots during critical phases of flight, or when an individual is regaining currency or qualification in specific events.

**1.5.7.** The aircrew training cycle is 12 months; 1 Oct through 30 Sep. (ANG/AFRC maintain training cycle 1 Jul through 30 Jun.) Units will complete training requirements during the appropriate training cycle unless specifically excepted. (AETC: The training cycle is 1 Jan through 31 Dec)

Table 1.1. Standard HC-130 RAP Sortie Requirements.

<b>PILOTNAV (Annual)</b>	<b>Cycle</b>	<b>BMC(Inexp/Exp)</b>	<b>CMR(Inexp/Exp)</b>
	RAP Total	18/14	40/30 (31/24 ARC)
	3-Month Lookback	4/3	9/8 (6/4 ARC)
	1-Month Lookback	2/2	3/2 (2/2 ARC)
<b>FE LM ACS (Annual)</b>	RAP Total	12/12	16/12
	3-Month Lookback	2/2	4/3
	1-Month Lookback	1/1	1/1

1.11.2. Wing RPI-6 authorizations are IAW unit manning documents. Active duty wings converting to new Primary Mission Aircraft Inventory (PMAI) are authorized one SQ equivalent of additional RPI-6s during the conversion period. However, total wing staff flying the new aircraft shall not exceed total authorized for final conversion equipage.

1.11.3. RPI-8 rated personnel flying authorizations and Test Unit aircrews will be IAW AFI 11-401 and MAJCOM guidance. They will fly the BMC sortie rate, however they are not required to complete BMC specific missions/events or meet monthly lookback requirements. Units should provide assigned **RPI-6/8** flyers adequate resources to maintain minimum training requirements. However, RPI-6/8 flyer support will not come at the expense of the flying squadron's primary mission. **RPI-6/8** flyers will accomplish non-RAP requirements with allotted BMC sorties. If attached units cannot meet attached flyer requirements, they must request relief IAW AFI 11-401, ACC Sup. Units requiring flying hour adjustments for attached RPI-8 and applicable RPI-6 flyers must request program changes IAW ACCI 11-103.

#### 1.12. Waiver Authority:

1.12.1. Unless specifically noted otherwise in the appropriate section, waiver authority for requirements of the RAP tasking message and for all provisions in chapters 4, 5, and 6 of this instruction is the Group Commander. For all other provisions of this instruction, the waiver authority is MAJCOM/DO/XO, unless otherwise stated.

1.12.2. Units subordinate to a NAF will forward requests directly to MAJCOM/DO/XO and provide their NAF DO/XO with an informational copy.

1.12.4. DELETED.

### FORMAL TRAINING

2.2.1. MAJCOM/DO/XO is approval authority to conduct local IQT, and is waiver authority to change the formal requirements of locally conducted IQT. Info HQ ACC/XO. MAJCOM/CC is the approval authority for non-formal course IQT for colonel selects and above to be conducted at the unit to which the officer is assigned. (RATIONALE: consistency)

2.3.1. Train Prior Qualified Pilots (PQP), without previous C-130 experience, in the seat specified by Table 2.1.

**2.3.3. DELETED.**

2.6.3. Senior officers in training at the FTU are in formal training status. Unit duties will be turned over to the appropriate deputies of vice commanders until training is completed. The MAJCOM/CC must approve exceptions to this policy.

3.1.7. Approval/Waiver for In-Unit MQT. MAJCOM/DO/XO (ANG: HQ ACC/XOG).

3.1.12. Individuals will start flying training within 45 days, after reporting for duty (ANG, AFRC: 45 days begins with the first scheduled UTA weekend), IAW AFI 11-202V1, or of completing initial qualification training. Crewmembers will complete in-unit mission qualification training within 90 days (180 days for ANG, AFRC) of starting training. Failure to complete MQT within the specified time interval requires notification through chain of command to MAJCOM/DO/XO(ANG: HQ ACC/XOG) with aircrew member's name, rank, reason for delay, planned actions, and estimated completion date.

**3.3.5. Use of C-130 variant aircraft for training accomplishment.** Units with access to C-130 variant aircraft (i.e: C-130E, WC-130, etc.) may use the following guidelines for accomplishing RAP training events:

Pilot - may log demanding sortie, day low level, NVG low level, assault takeoff, assault landing, night assault landing, tactical airdrop (SATB and HALO actual personnel only), unfamiliar route, SS random steep, SS random shallow, non-demanding sortie, combat skills sortie.

Navigator - may log demanding sortie, day low level, NVG low level, search pattern, total tactical airdrop (SATB and HALO actual personnel only), night tactical airdrop (SATB and HALO actual personnel only), unfamiliar route, combat skills sortie.

Flight Engineer - may log NVG low level, combat skills sortie.

Loadmaster - may log tactical airdrop (SATB and HALO actual personnel only), actual personnel (HALO actual personnel only), combat skills sortie.

Airborne Comm Specialist (ACS) - may not log events.

**Table 4.1. Ground Training.**

<b>MOBILITY TRAINING</b>				
<b>These items required for mobility units or units that generate in place.</b>				
<b>SUBJECT</b>	<b>FREQUENCY</b>	<b>REFERENCE DIRECTIVE</b>	<b>GROUNDING</b>	<b>AFFECT CMR/BMC</b>
Chemical Warfare Defense Training--Ground Crew Ensemble (N/A CB, TF, and ADF coded units)	Initial and Annual	AFPD 32-40, AFI 32-4001, AFI 32-4002	No	No
Handgun Training	Initial/Requal Group B (note 2) – Annual Group C - every 2 yrs (ANG: Requal every 3 yrs)	AFI 36-2226(ANG: AFI 36-2226/ANG Sup 1)	No	Yes
ISOPREP Review	Semiannual	AFI 14-105	No	Yes
Intelligence Training	Annual	AFI 11-2 HC-130V1, AFI 14-105 and AFI 14-105 Sup 1	No	Yes
Anti-Hijacking Training	Biennial	AFI 13-207 (FOUO)	No	No
<b>AIRCREW TRAINING</b>				
<b>SUBJECT</b>	<b>FREQUENCY</b>	<b>REFERENCE DIRECTIVE</b>	<b>GROUNDING</b>	<b>AFFECT CMR/BMC</b>
Physiological Training (Altitude Chamber )	Every 3 or 5 years as applicable	AFI 11-403	Yes	No

<b>MOBILITY TRAINING</b> <b>These items required for mobility units or units that generate in place.</b>				
<b>SUBJECT</b>	<b>FREQUENCY</b>	<b>REFERENCE DIRECTIVE</b>	<b>GROUNDING</b>	<b>AFFECT CMR/BMC</b>
Instrument Refresher (P/N)	PERIODIC	AFMAN 11-210 and AFI 11-202V2, as supplemented	No	No
Life Support Training		AFI11-301 as supplemented		
a. Egress Training	Annual		Yes	No
b. Hanging Harness	Note 1		Yes	No
c. Life Support Equip Training	Annually		No	No
d. Combat Survival Training (CST) (N/A CB, TF, and ADF coded units)	Note 1		No	Yes
e. Water Survival Training	Note 1		No	No
f. Local area Survival Training	Initial		Yes	No
Initial Chemical Warfare Task Qualification Training (CWTQT)--Aircrew Ensemble (N/A CB, TF, and ADF coded units)	Prior to 1st CW Flight	AFI 11-2HC-130V1, Chapter 3.	No	Yes
Annual Chemical Warfare Task Qualification Training (CWTQT)--Aircrew Ensemble (N/A CB, TF, and ADF coded units)	Annually	AFI 11-2HC-130V1, Chapter 4	No	Yes
Simulator (WST) Training	Annual	AFI 11-2HC-130V1, Chapter 4	No	Yes
Situational Emergency Procedures Training (SEPT)	Monthly	AFI 11-2HC-130V1, Chapter 4	Yes	No
Verification	24 Months	AFI 11-2HC-130V1	No	Yes (no BMC)

<b>MOBILITY TRAINING</b>				
<b>These items required for mobility units or units that generate in place.</b>				
<b>SUBJECT</b>	<b>FREQUENCY</b>	<b>REFERENCE DIRECTIVE</b>	<b>GROUNDING</b>	<b>AFFECT CMR/BMC</b>
Weapons/Tactics Academics	Annual	AFI 11-2HC-130V1	No	Yes
Marshaling Exam	Initial and after a PCS	AFI 11-218	No	No
Flying Safety Training	Once per quarter	AFI 91-202	No	No
Supervisor Safety Training	Initial Only	AFI 91-301	No	No
Hostile Environment Repair (FE only)	Annual	AFI 11-2HC-130V1	No	No
CRM	24 months	AFI 11-2HC-130V1, Chapter 4	YES (waiverable by WG/CC)	No
MOST (except LM,ACS)	Annual	AFI 11-2HC-130V1	No	No
Pyrotechnic Training (LM, ACS)	Annual	AFI 11-2HC-130V1	No	Yes
NVG Academics	Annual	AFI 11-202 V1	No	No
<b>AIR FORCE AWARENESS PROGRAM TRAINING</b>				
<b>SUBJECT</b>	<b>FREQUENCY</b>	<b>REFERENCE DIRECTIVE</b>	<b>GROUNDING</b>	<b>AFFECT CMR</b>
Protection of the President and Others	After PCS	AFI 71-101 V2	No	No
US/Russia Prevention of Dangerous Military Activities	Initial/Annual and Pre-deployment	CJCS 2311.01	No	No
Fire Extinguisher	Initial upon PCS	AFOSHSTD 91-56	No	No
Code of Conduct	Biennial	AFI 36-2209	No	No
Law of Armed Conflict	Annual	AFPD 51-4, AFI 51-401	No	No
Substance Abuse Education	After PCS	AFI 44-121	No	No
Military Equal Opportunity Newcomers' Orientation	After PCS	AFI 36-2706	No	No

MOBILITY TRAINING				
These items required for mobility units or units that generate in place.				
SUBJECT	FREQUENCY	REFERENCE DIRECTIVE	GROUNDING	AFFECT CMR/BMC
Force Protection	Annually or NET 6 months prior to deploy.	AFI 31-210	No	No
<b>Notes:</b> 1. ACC—Biennial; AFRC, ANG—Triennial 2. Engineers, Loadmasters, and Airborne Communication Specialists 3. Briefed on theater ROE before arming for wartime mission				

4.2.11. **Self-Aid and Buddy Care.** Training is IAW AFI 36-2238, *Self-Aid and Buddy Care Training*. This training is normally accomplished during Combat Survival training (LS02).

4.2.14. **Authentication and Operations Code Systems.** Units will conduct training using ATS courseware or develop appropriate local training programs. Pilots, navigators, and flight engineers will maintain proficiency in the use of all operations codes.

4.2.15. **Combat Survival Training.** Accomplished IAW MAJCOM life support directives. Arctic survival fills this requirement. This training incorporates Self Aid and Buddy Care.

4.2.19. **Pilot Simulator Refresher (PSR) and FE Simulator Refresher (FSR) Courses.** Pilots and FEs will complete annual simulator refresher provided by the ATS contractor. Simulator training should be scheduled to occur within the 12 month training cycle. Satisfactory completion of the C130 ATS or 58 OG qualification or requalification course within the eligibility period will satisfy the simulator refresher course requirement. **NOTE:** AFRC C-130 pilots and FEs will attend an annual simulator refresher course as designated by HQ AFRC/DOT.

4.2.20. **Navigator Refresher Training (NRT).** Navigators will complete the annual refresher course as provided by the ATS contractor. Simulator training should be scheduled to occur within the 12 month training cycle. Accomplish the flight portion of this course in the operational flight simulator or satellite navigator station (SNS). Schedule navigators from overseas locations to return to CONUS simulator sites for refresher training, instrument refresher, MOST, and Cockpit Resource Management (CRM). NRT training should include overwater refresher procedures and SAR procedures review.

4.2.23. **ACS Refresher Course.** ACS will complete the annual refresher course. As a minimum, ACSs must complete CRM and systems review. Accomplish training in the satellite navigation station (N/A ARC). (RATIONALE: consistency, MOST definition does not include ACS or LM).

**4.2.31. Crew Resource Management (CRM).** Units will participate in MAJCOM established CRM CT. Training builds upon the basic cockpit management skills taught in SUPT/SUNT and FTU's. Each aircrew member is required to participate in one session every 24 months.

**4.2.32. US/Russia Prevention of Dangerous Military Activities.** Initial, annual refresher, and pre-deployment training for the prevention of Dangerous Military Activities will be conducted to ensure that all pilots are familiar with the agreement and the implementing provisions contained in CFCSI 2311.01. The procedures for the Prevention of Dangerous Military Activities between the U.S. and Russia section of the Flight Information Handbook

4.3.2.4. BMC aircrews fly RAP sorties and/or events as required by the RAP Tasking Message and as authorized by the SQ/CC, based on their PMAI experience and proficiency.

**4.3.2.6.** RAP sorties, mission types, and events, including weapons qualifications IAW the procedures set forth in this volume and the MAJCOM RAP tasking message.

**4.3.6.** Supervisory Aircrew Personnel Requirements. This paragraph applies to officers, colonel and above, occupying positions designated as requiring operational flying (**Exception:** Officers assigned to standardization and evaluation function.) Comply with AFI 11-202V1 and the following:

4.5.1. MAJCOM/DO/XO (ANG: HQ ACC/XOG) may authorize qualification in more than one mission design series (MDS) aircraft for crew members only when such action is directed by command mission requirements and is economically justifiable. This authority cannot be delegated below MAJCOM level. Unless required for unit mission accomplishment, commanders must not permit crewmembers qualified in primary mission aircraft to maintain qualification in support aircraft. Individuals assigned to positions covered by 4.5.2 have MAJCOM/DO/XO approval, and do not need to submit specific requests.

4.5.1.1. Submit multiple qualification requests through command channels to MAJCOM/DOT/XOF (ANG: HQ ACC/XOG). All requests must contain full justification. Approval for multiple qualification request must be provided to the appropriate host base flight management office; flight accomplishments are not authorized until aircraft assignment is updated into AFORMS.

4.5.2.1. C/EC/HC/LC/WC/MC-130E/H/K/P/N are considered the same for non-RAP events, instrument/qualifications evaluations, and RAP events as outlined in paragraph **3.3.5**.

**4.6.6.3.** Non-pilot aircrew instructors may log 50% of events they are actively monitoring and instructing.

**4.6.5. Demanding-Sortie Currency.** Demanding-sortie currency applies only to aircraft commanders and navigators and is updated by any flight in the C-130. To regain demanding sortie currency, complete a non-demanding sortie unless under the direct supervision of an instructor of the same crew position. If demanding-sortie currency is lost, do not fly any of the following demanding-sortie profiles without direct instructor supervision: assault landings to runways 3500 feet or less (aircraft commanders only), NVG

events, night actual airdrops. (RATIONALE: clarity, current verbiage is confusing, makes assault landings applicable to Acs only)

**4.6.6.3.** Non-pilot aircrew instructors may log 50% of events they are actively monitoring and instructing.

**4.7.1.2.** CMR/BMC aircrew members regressed to N-CMR/N-BMC for lookback, must complete a SQ/CC approved re-certification program to return the pilot to CMR/BMC standards. Upon completion of the re-certification program, the CMR/BMC aircrew member must also meet the subsequent 1-month lookback requirement prior to reclaiming CMR/BMC status. The sorties and events accomplished during the re-certification program may be credited towards their total/type sortie and event requirements for the training cycle as well as for their monthly sortie requirement.

**4.7.1.3.** Lookback computations begin following completion of MQT. The aircrew must maintain 1-month lookback until 3-month lookback is established. SQ/CCs may apply probation rules as described in paragraph 4.7.1.1. if a new CMR/BMC aircrew member fails to meet 1-month lookback while establishing 3-month lookback. In addition, 1-month lookback will start the first full month of CMR/BMC status.

**4.10.2.1. Up to 90 Days.** The aircrew member must complete SQ/CC directed re-certification program in accordance with 4.7.1.2. In addition, all RAP event currencies must be regained. The SQ/CC will approve any other additional training prior to re-certification to CMR.

Table 4.6. Non-RAP Annual Requirements.

REQUIREMENT	BAQ/bmc	CMR
A. Pilot	INEXP/EXP	INEXP/EXP
<b>1. Local Proficiency Sortie</b>		
a. Pilots1	2/2	2/2
b. Copilots1	4	4
<b>2. Night Landings</b>	6/4	6/4
<b>3. Instrument Approaches</b>		
a. Precision 2	18/12	18/12
b. Non Precision 2	18/12	18/12
<b>B. Navigator</b>		
1. Navigation Sortie	2	2
2. ARA event2	8	8
<b>NOTES:</b>		
1. Dual logged as basic sortie2. 50% may be in WST, SNS, CTD		



**Table 4.7. Non-RAP Currencies.**

<b>EVENT</b>	<b>CURRENCY1</b>	<b>TO REGAIN CURRENCY</b>
<b>Pilots</b>		
LandingTakeoff	3131	Accomplish LandingAccomplish T/O
LPS	165	Fly an LPS
Night LandingNDB Approach2Circling Approach2Instrument Approaches	7510510531	Fly Night LandingFly NDB Approach- Fly circling approachFly an Instrument Approach
<b>Navigators</b>		
Basic Sortie	45	Accomplish Basic Sortie
ARA	75	Accomplish ARA
<b>Flight Engineer</b>		
Basic Sortie	45	Accomplish Basic Sortie
<b>Loadmaster</b>		
Basic Sortie	45	Accomplish Basic Sortie
<b>ACS</b>		
Basic Sortie	45	Accomplish Basic Sortie
<b>NOTES:</b> 1. All currencies expire at the end of the month. 2. Loss of any currency in this table results in non-currency in the aircraft except NDB and Circling approaches.		

**Table 4.8. RAP Currencies.**

<b>EVENT/sortie</b>	<b>CURRENCY INEXP/EXP</b>	<b>TO REGAIN CURRENCY:</b>
<b>PILOT:</b>		
Demanding Sortie	30/45(ARC 60/90)	Fly Non-demanding sortie
NVG Low Level*	60/90(ARC 90/120)	Fly NVG Low Level
Assault Takeoff	45	Fly Assault Takeoff
Assault Landing	45	Fly Assault Landing
Night Assault Landing	75	Fly Night Assault Landing
NVG Air Refueling*	90/120	Fly NVG Air Refueling
Night Tactical Airdrop (CARP/ HARP)	75/105	Fly Event
<b>NAVIGATOR:</b>		

EVENT/sortie	CURRENCY INEXP/EXP	TO REGAIN CURRENCY:
Demanding Sortie	30/45	Fly Non-demanding sortie
NVG Low Level*	60/90(ARC 90/120)	Fly event
Air Refueling	75/105	Fly event
Night Tactical Airdrop (CARP/HARP)	75/105	Fly event
<b>FLIGHT ENGINEER:</b>		
NVG Low Level*	90/120	Fly event
Air Refueling	75/105	Fly event
<b>LOADMASTER:</b>		
NVG Low Level*	90/120	Fly event
Air Refueling	75/105	Fly event
Tactical Airdrop (CARP/HARP)	105/165	Fly event
Actual Personnel	105/165	Fly event
Ramp Bundle	180/365	Fly event
<b>ACS:</b>		
NVG Low Level*	180	Fly event
Secure Voice	75	Use Secure Voice
Have Quick	165	Fly event
* - All currencies expire on the end of the month except NVG LL and NVG Air refueling sortie.		

(RATIONALE: clarity. Specifically identifies items with different currency rules).

6.2.1. Time Period to Qualification. Maximum upgrade training period for copilots entering aircraft commander training and aircrew members entering instructor upgrade training is 120 calendar days (240 days for AFRC/ANG). Individuals unable to complete upgrade training within these limits may continue training. Notify MAJCOM/XO/DO (ANG: HQ ACC/XOG) and NAF/DO/XO (N/A ACC and ANG) with aircrew member's name, rank, reason for delay, planned actions, and estimated completion date.

6.3.3. **AC Upgrade.** An individual currently enrolled in a formal AC upgrade course. Basic qualification AC upgrades may perform all flight maneuvers authorized for an aircraft commander under the direct supervision of an IP. For basic qualified ACs undergoing mission qualification, direct IP supervision is only required during air refueling operations and rescue equipment delivery patterns.

6.3.4.2. Flying time IAW table 6.1 (**Exception:** does not apply to PQPs trained in the left seat at the FTU).

6.3.6. Accomplish basic AC upgrade at the C-130 FTU. Accomplish mission upgrade at both Little Rock FTU (Course C130PRK or C130PMS) and at Kirtland FTU or in unit using 58 OG mission qualification course, unless waived by HQ ACC/XOF. In-unit upgrade is IAW paragraph 6.3.5.

6.4.2.1. Instructional Ability. An instructor is a teacher and, therefore, must understand the principles of instruction as outlined in the C-130 ATS instructor upgrade or other formal instructor courseware.

6.4.3.2. Instructor Preparatory Course. Crewmembers (pilots, navigators, FEs, and LMs) must have completed the instructor preparatory course before instructor upgrade training. This in unit training consists of academics for all crew positions and flight training for pilots. To pass, students must receive at least 85 on the end of course examination. Courseware is available from the ATS contractor. This course is required for active duty and ARC crewmembers. Crewmembers who do not complete the course require a waiver from HQ ACC/XOF to attend upgrade training.

6.4.3.4. In-Unit Upgrade. Formal school attendance is the primary method for instructor upgrade training. Waiver authority MAJCOM/DO/XO (**Exception:** ARC units may conduct in unit instructor upgrade without waiver using formal school courseware).

**6.5.1.** In addition, flight examiner candidates will adhere to AFI 11-202V2 and AFI 11-2HC-130V2.

6.5.2. Crewmembers recertifying to flight examiner after a period of 2 or more years may complete the upgrade academic courseware only. Requirements for recertification training for a period of less than 2 years is at the discretion of the squadron commander or appropriate RC Ops Supervisor.

6.6.1.1. Conversion from C-130E to HC-130P/N or vice versa and conversion from C-130E or HC-130P/N to HC-130(H)N (H1, H2) and vice versa: (RATIONALE: administrative)

6.6.1.2. Conversion form from C-130E, HC-130P/N, HC-130(H)N (H1,H2) to HC-130(H)N (H3) and vice versa: (RATIONALE: administrative)

## **6.7. DELETED.**

## **6.9. (added) Jumpmaster Directed Airdrop Training:**

6.9.1. If not accomplished during FTU mission qualification training, complete pilot Jumpmaster Directed Airdrop(JMD) training in-unit prior to performing an actual JMD personnel/equipment drop.

6.9.2. Flight training should consist of at least one flight to include an instructor demonstration of a JMD airdrop followed by the student performing a drop. Airdrops will be completed to the satisfaction of the instructor. Schedule additional flights as necessary. Units will track this training on the squadron letter of Xs.

**6.10.(added) . Search and Rescue Training Events.** If not accomplished during FTU mission qualification training, complete search and rescue event certification in-unit after initial mission qualification/ requalification and prior to performing actual search and rescue events (not required for MR status). Search and rescue events include search patterns, MA-1/2 kit deployment and Parabundle/Freefall delivery.

6.10.1.1. Flight training should consist of at least one flight with an instructor. Certification requires student demonstration of the applicable event to the satisfaction of an instructor. Annotate search and rescue event certification on the squadron letter of Xs for individual crewmembers as follows:

6.10.1.1.1. MA-1/2 Kit, Parabundle/Freefall Deployment – P, LM

6.10.1.1.2. Search Pattern/Procedures – P, N, FE, LM, ACS

6.10.2. Unit commanders may establish event currency and/or event requirements as they see fit based on unit taskings and aircrew experience.

**6.11. (added) Pilot Random Steep/Shallow Tactical Recovery Certification.**

6.11.1. Pilots should receive their training for tactical recoveries during their upgrade to MP. Pilots already MP will accomplish training program with qualified instructor pilot.

6.11.1.1. Conduct ground training before flying training begins. The instructor pilot will be in the seat during flying training and will demonstrate maneuver(s) before any student attempt.

6.11.1.2. Copilots will perform standard duties and will not control the aircraft during tactical approaches (Exception: IP/EPs may perform tactical approaches from either seat).

6.11.2. Unit commanders may establish event currency and/or event requirements as they see fit based on unit taskings and aircrew experience. Track this training on the squadron letter of Xs.

**6.12. (added) Pilot Unimproved Landing Certification.** This is a one-time certification. Conduct training for aircraft commanders under the direct supervision of an instructor pilot on dirt or unimproved airfields. Unimproved airfields are airfields where runway acquisition and ground operations are complicated by blowing snow, sand, or dirt, undulating terrain, or minimum runway lighting or markings; not required for MR status. Track this training on the squadron letter of Xs.

**6.13. Functional Check Flight (FCF) Pilot.** AFI 11-2HC-130, Volume 3, outlines FCF requirements. FCF pilots will be selected from highly qualified instructors (preferably examiners). The candidate will complete a review of applicable technical orders and complete a MAJCOM approved written examination. The pilot candidate will fly as copilot on a minimum of one FCF prior to unit commander certification. This program is highly recommended for engineers. Track this training on the squadron letter of Xs.

**Table 6. 2. DELETED.**

**Attachment 1**

**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION**

*References*

AFI 10-704, *Military Deception Program*

AFPD 11-2, *Aircraft Rules and Procedures*

AFI 11-202V1, *Aircrew Training*

AFI 11-202V2, *Aircrew Standardization/Evaluation Program*

AFI 11-202V3, *General Flight Rules*

AFMAN 11-217V1 (AFM 51-37), *Instrument Flight Procedures*

AFI 11-290, *Cockpit/Crew Resource Management Training Program*

AFPD 11-4, *Aviation Service*

AFI 11-401, *Flight Management*

AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Badges*

AFI 11-403, *Aerospace Physiological Training Program*

AFI 13-102, *Air Support Operations Center (ASOC) and Tactical Air Control Party (TACP) Training and Evaluation Procedures*

AFI 13-212V1, *Weapons Ranges*

AFI 13-212V2, *Weapons Range Management*

AFI 13-212V3, *Hazard Methodology and Weapon Safety Footprints*

AFI 14-105ACC1 (formerly ACCR 200-1), *Unit Intelligence Mission and Responsibilities*

AFI 16-402, *Aerospace Vehicle Assignment, Distribution, Accounting and Termination*

AFI 32-4001, *Disaster Preparedness Planning and Operations*

AFI 32-4002, *Hazardous Material Emergency Planning and Response Compliance*

AFI 36-2201, *Developing, Managing, and Conducting Training*

AFI 36-2209, *Survival and Code of Conduct Training*

AFPAM 36-2211 (AFP 50-11), *Guide for Management of Air Force Training Systems*

AFI 36-2217, *Munitions Requirements for Aircrew Training*

AFCAT 36-2223, *USAF Formal Schools*

AFI 36-2226, *Combat Arms Training and Maintenance (CATM) Program*

AFI 36-2238, *Self-Aid and Buddy Care Training*

AFI 36-2701, *Social Actions Program*

AFMAN 37-139, *Records Disposition Schedule*

AFI 51-401 (formerly AFR 110-32), *Training and Reporting to Ensure Compliance with the Law of Armed Conflict*

AFI 71-101V2 (formerly AFR 124-16), *Criminal Investigations, Counterintelligence, and Protective Service Matters*

AFM 171-190V2G, *Air Force Operations Resource Management System*

AFI 91-202, *The US Air Force Mishap Prevention Program*

AFI 91-301, *Air Force Occupational and Environmental Safety, Fire Prevention and Health (AFOSH) Program*

AFTTP 3-1, *Mission Employment Tactics*

AFTTP 3-3, *Combat Aircraft Fundamentals*

AFI 11-2HC-130V2, *HC-130 Aircrew Evaluation Criteria*

AFI 11-HC-130 V3, *HC-130 Operational Procedures* AFI 11-301, *Aircrew Life Support Program*

DODD 5500-7, *Standards of Conduct*

Abbreviations and Acronyms

**A** - Annual

**A/A** - Air-to-Air

**A/S** - Air-to-Surface

**AAR** - Air/Air Refueling

**AAW** - Anti-Air Warfare (US Navy)

**AAS** - Airborne Aircraft Controller

**ABCCC** - Airborne Battlefield Command and Control Center

**AC** - Aircraft Commander

**ACBT** - Air Combat Training

**ACC** - Air Combat Command

**ACM** - Air Combat Maneuvering

**ACMI** - Air Combat Maneuvering Instrumentation

**ACS** - Airborne Comm Specialist

**ACT** - Air Combat Tactics

**AD** - Air Drop

**ADA** - Air Defense Alert, Air Defense Asset

**ADL** - Aircraft Data Link

**ADS** - Air Demonstration Squadron

**AF** - Air Force

**AFORMS** - Air Force Operations Resource Management System

**AFRC** - Air Force Reserve Command

**AFOSH** - Air Force Occupational Safety and Health

**AFSATCOM** - Air Force Satellite Communications Systems

**AFSC** - Air Force Specialty Code

**AGE** - Aerospace Ground Equipment

**AGL** - Above Ground Level

**AGM** - Air-to-Ground Missile

**AGTS** - Aerial Gunnery Target System

**AHC** - Aircraft Handling Characteristics

**AI** - Air Intercept, Air Interdiction

**AILA** - Airborne Instrument Low Approach

**AIO** - Airborne Intelligence Officer

**AIT** - Airborne Intelligence Technician

**AMC** - Air Mobility Command

**AMT** - Airborne Maintenance Technician/Air Movement Table

**ANG** - Air National Guard

**ANGRC** - Air National Guard Readiness Center

**AO** - Acquisition Operator

**AOA** - Angle of Attack

**AOC** - Air Operations Center

**AR** - Air Refueling

**ARA**-Airborne Radar Approach

**ARC**-Air Reserve Components

**ARLO**-Air Reconnaissance Liaison Officer

**ARM**-Anti-Radiation Missile

**ARP**-Armament Recording Program

**ARPTT**-Air Refueling Part Task Trainer

**A/R**-As Required

**A/S**-Air-to-Surface

**ASD**-Average Sortie Duration

**ASLAR**-Aircraft Surge Launch and Recovery

**ASOC**-Air Support Operations Center

**ASUW**-Anti-surface Warfare (US Navy)

**ATD**-Aircrew Training Device

**ATO**-Assisted Takeoff

**ATOC**-Air Terminal Operations Center

**ATS**-Air Crew Training System

**AVTR**-Aircraft Video Tape Recorder

**AWACS**-Airborne Warning and Control System

**AWC**-Airborne Weapons Controller

**BAI**-Backup Aircraft Inventory  
**BAQ**-Basic Aircraft Qualification  
**BDA**-Battle Damage Assessment  
**BFE**Basic Flight Engineer  
**BFM**-Basic Fighter Maneuvers/Maneuvering  
**BLM**-Basic Loadmaster  
**BMC**-Basic Mission Capable  
**BSA**-Basic Surface Attack  
**BO**-Boom Operator  
**BOO**-Blacked Out Operations  
**BSOO**-Battlestaff Operations Officer  
**BS**-Bomb Squadron  
**BVR**-Beyond Visual Range  
**C3**-Command, Control, and Communications  
**C3I**-Command, Control, Communications, and Intelligence  
**C&R**-Collection and Reporting  
**CAF**-Combat Air Forces  
**CALF**-Chart Amendment Low Flying  
**CAP**-Combat Air Patrol, Critical Action Procedures  
**CARP**-Computed Air Release Point  
**CAS**-Close Air Support  
**CAT**-Category  
**CA-Coded**-Designated Aggressor Aircraft  
**CB-Coded**-Designated Test Aircraft  
**CBO**-Chemical Biological Oxygen Mask  
**CBT**-Computer Based Training  
**CC**-Commander  
**CC-Coded**-Designated Combat Aircraft  
**CCIP**-Constantly Computed Impact Point  
**CCRB**-Command Curriculum Review Board  
**CCRP**-Continuously Computed Release Point  
**CCT**-Combat Control Team



**CD**-Counterdrug

**CDIP**-Continuously Displayed Impact Point

**CDS**-Container Delivery System

**CE**-Combat Edge

**CEA**-Circular Error Average

**CEP**-Circular Error Probable

**CF**-Checkered Flag

**CFT**-Cockpit Familiarization Trainer

**CFT**-Conformal Fuel Tank

**CFTR**-Composite Force Training/Composite Force Training

**CHUM**-Chart Update Manual

**CIRVIS**-Communication Instructions Reporting Vital Intelligence Sighting

**CM**-Countermeasures

**CMR**-Combat Mission Ready

**CMS**-Combat Mission Section

**COMM-JAM** Communications Jamming

**COMSEC**-Communications Security

**CP**-Copilot

**CPT**-Cockpit Procedures Trainer

**CRC**-Command and Reporting Center

**CRM**-Cockpit Resource Management

**CRO**-Criterion Referenced Objectives

**CRS**-Container Release System

**CRT**-Cathode Ray Tube

**CSAR**-Combat Search and Rescue

**CSD**-Course Summary Document

**CT**-Continuation Training

**CTA**-Chemical Threat Area

**CTD**-Celestial Training Device/Course Training Document

**CV**-Vice Commander

**CW**-Chemical Warfare

**CWD**-Chemical Warfare Defense

**DABS**-Director Airborne Battlestaff

**DACBT**-Dissimilar Air Combat Training

**(D)ACBT**-Similar or Dissimilar Air Combat Training

**DACM**-Dissimilar Air Combat Maneuvering

**(D)ACM**-Similar or Dissimilar Combat Maneuvering

**DACT**-Dissimilar Air Combat Tactics

**(D)ACT**-Similar or Dissimilar Air Combat Training

**DART**-Deployable Aerial Reflective Target

**DB**-Dive Bomb

**DBFM**-Dissimilar Basic Fighter Maneuvers/Maneuvering

**(D)BFM**-Similar or Dissimilar Basic Fighter Maneuvers/Maneuvering

**DCA**-Defensive Counter Air

**DEW**-Defense Early Warning

**DMPI**-Desired Mean Point of Impact

**DNIF**-Duties Not Involving Flying

**DOC**-Designed Operational Capability

**DR**-Dead Reckoning

**DRU**-Direct Reporting Unit

**DTOS**-Dive Toss

**DZ**-Drop Zone

**DZCO**-Drop Zone Control Officer

**E&R**-Escape and Recovery

**EA**-Electronic Attack

**EAR**-Event Accomplishment Report

**EC**-Electronic Combat

**ECCM**-Electronic Counter Countermeasures

**ECM**-Electronic Countermeasures

**ECO**-Electronic Combat Officer

**ECR**-Electronic Combat Range

**EI**-Essential Elements of Information

**EM**-Energy Maneuverability

**EO**-Electro-Optical

**EP**-Emergency Procedure  
**EPE**-Emergency Procedures Evaluation  
**EW**-Electronic Warfare  
**EWO**-Electronic Warfare Officer  
**EWWS**-Electronic Warfare Warning Set  
**EZ**-Extraction Zone  
**EZCO**-Extraction Zone Control Officer  
**FAC**-Forward Air Controller  
**FAC(A)** -Forward Air Controller (Airborne)  
**FACP**-Forward Air Control Post  
**FAIP**-First Assignment Instructor Pilot  
**FAM**-Familiarization  
**FCP**-Front Cockpit  
**FE**-Flight Engineer  
**FEB**-Flying Evaluation Board  
**FEF**-Flying Evaluation Folder  
**FL**-Flight Lead  
**FLIR**-Forward Looking Infrared  
**FLR**-Forward Looking Radar  
**FLUG**-Flight Lead Upgrade  
**FOT&E**-Follow-on OT&E  
**FOV**-Field of View  
**FP**-First Pilot  
**FPA**-Flight Path Angle  
**FPM**-Flight Path Marker  
**FS**-Fighter Squadron, Flight Surgeon  
**FSCL**-Fire Support Coordination Line  
**FSWD**-Full Scale Weapons Delivery  
**FTR**-Fighter  
**FTU**-Formal Training Unit  
**FW**-Fighter Wing  
**FW**-First WSO

**G**-Gravitational Load Factor

**GBU**-Guided Bomb Unit

**GCI**-Ground Controlled Intercept

**GLO**-Ground Liaison Officer

**GLOC**-G-induced Loss of Consciousness

**GP**-General Purpose

**GS**-Ground Speed

**HADB**-High Altitude Dive Bomb

**HARB**-High Altitude Release Bomb

**HARP**-High Altitude Release Point

**HAS**-High Angle Strafe

**HASD**-High Altitude Systems Delivery

**HBO**-High Band Operator

**HHQ**-Higher Headquarters

**HOSM**-Host Operations Systems Management

**HUD**-Head Up Display

**LAGTS**-Improved AGTS

**IAW**-In Accordance With

**ICDT**-Initial Counterdrug Training

**ICWT**-Initial Chemical Warfare Training

**ID**-Identify/Identification

**IEWO**-Instructor EWO

**IFE**-Instructor FE

**IFF**-Identification Friend or Foe

**IFR**-Instrument Flight Rules

**IIR**-Imaging Infrared

**ILS**-Instrument Landing System

**IMC**-Instrument Meteorological Conditions

**INFLTREP**-In-flight Report

**INS**-Inertial Navigation System

**INTREP**-Intelligence Report

**IOC**-Initial Operational Capability

**IP**-Instructor Pilot or Initial Point

**IPSIM**-IP Simulator

**IPUG**-Instructor Pilot Upgrade

**IQT**-Initial Qualification Training

**IR**-Infrared

**IRC**-Instrument Refresher Course

**IRCM**-Infrared Counter Measures

**ISD**-Instructional Systems Development

**ITFR**-IMC (or night) Terrain Following Radar

**IWSIM**-Instructor WSO Simulator

**IWSO**-Instructor WSO

**IWUG**-Instructor WSO Upgrade

**JAAT**-Joint Air Attack Team

**JFT**-Joint Force Training

**JMO**- (AIR) Joint Maritime Operations (Air)

**JTIDS**-Joint Tactical Interface Distribution System

**KCAS**-Knots Calibrated Airspeed

**KIAS**-Knots Indicated Airspeed

**KIO**-Knock It Off

**KS**-Killer Scout

**KTAS**-Knots True Airspeed

**LADD**-Low Angle Drogue Delivery

**LAHD**-Low Angle High Drag

**LAI**-Low Altitude Intercept

**LALD**-Low Angle Low Drag

**LAO**-Local Area Orientation

**LADT**-Low Altitude Dive Toss

**LAHD**-Low Angle High Drag

**LALD**-Low Angle Low Drag

**LANTIRN**-Low Altitude Navigation and Targeting Infrared for Night

**LASD**-Low Altitude Systems Delivery

**LASDT**-Low Altitude Step Down Training

**LASTE**-Low Altitude Safety and Targeting Enhancement

**LAT**-Low Altitude Toss

**LATF**-Low Altitude Tactical Formation

**LATN**-Low Altitude Tactical Navigation

**LGB**-Laser Guided Bomb

**LLLD**-Low Level Low Drag

**LLS**-Low Level Strike

**LM**-Loadmaster

**LOC**-Limited Operational Capability

**LOS**-Line of Sight

**LOW**-A/A Low Altitude Air-to-Air

**LOW**-ALT Low Altitude

**LOWAT**-Low Altitude Training

**LPS**-Local Proficiency Sortie

**LRDT**-Long Range Dive Toss

**LRS**-Long Range Strafe

**LTDSS**-Laser Target Designator Scoring System

**LZ**-Landing Zone

**LZCO**-LZ Control Officer

**MADT**-Medium Altitude Dive Toss

**MAJCOM**-Major Command

**MAV**-Maverick

**MC**-Mission Copilot

**MCC**-Mission Commander

**MCE**-Modular Control Equipment

**MCM**-Multi-command Manual

**MCR**-Multi-command Regulation

**MDS**-Mission Design Series

**MDT**-Mission Directed Training

**MEA**-Minimum Enroute Altitude

**MEGP**-Mission Essential Ground Personnel

**MIJI**-Meaconing, Intrusion, Jamming and Interference

**Mil**-Milliradian

**MIL**-Military Power

**MISREP**-Mission Report

**ML**-Mission Lead

**MOA**-Military Operating Area

**MOST**-Mission Oriented Simulator Training

**MP**-Mission Pilot

**MQF**-Master Question File

**MQT**-Mission Qualification Training

**MRM**-Medium Range Missile

**MS**-Mission Support

**MSA**-Minimum Safe Altitude

**MSF**-Mission Support Facility

**MTL**-Master Task Listing

**MW**-Mission WSO

**N/A**-Not Applicable

**NAAR**-Night Air Refueling

**NAF**-Numbered Air Force

**NAV**-Navigator/Navigation

**NCO**-Non-Commissioned Officer

**NGB**-National Guard Bureau

**NLT**-Not Later Than

**NT**-Night

**NVD**-Night Vision Device

**NVG**-Night Vision Goggle

**OCA**-Offensive Counterair

**OCA-A**-Offensive Counterair Air-to-Air

**OCA-S**-Offensive Counterair Air-to-Surface

**OFT**-Operational Flight Trainer

**OG**-Operations Group

**OMR**-Optical Mark Reader

**OPORD**-Operations Order

**OPR**-Office of Primary Responsibility

**OPS**-Operations

**OPSEC**-Operations Security

**OPT**-Optional/Operations Planning Team

**OTD**-Operations Training Development

**OT&E**-Operational Test and Evaluation

**ORI**-Operational Readiness Inspection

**P**-Pilot/Proficiency

**PACAF**-Pacific Air Forces

**PAD**-Portable Air Defense

**PAI**-Primary Aircraft Inventory

**PAR**-Precision Approach Radar

**PCS**-Permanent Change of Station

**PDAI**-Primary Development/Test Aircraft Inventory

**PDO**-Publications Distribution Office

**PFT**-Programmed Flying Training

**PGM**-Precision Guided Munitions

| **PMAI**-Primary Mission Aircraft Inventory

**PME**-Primary Mission Equipment/Professional Military Education

**POAI**-Primary Other Aircraft Inventory

**POC**-Point of Contact

**PPB**-Positive Pressure Breathing

**PPG**-Positive Pressure Breathing for G

**PQI**-Professional Qualification Index (AFI 11-401)

**PTAI**-Primary Training Aircraft Inventory

**PTT**-Partial Task Trainer

**PUP**-Pull Up Point/ Pilot Upgrade Program

**QTR**-Quarter

**QUAL**-Qualification

**RAP**-Ready Aircrew Program

**RBS**-Radar Bomb Score

**RCO**-Range Control Officer



**RCP**-Rear Cockpit

**RCS**-Radar Cross Section

**RECCE**-Reconnaissance

**RF**-Radio Frequency

**RFMDS**-Red Flag Mission Debriefing System

**RMU**-Runway Monitoring Unit

**ROE**-Rules of Engagement (combat only)

**ROM**-Runway Operations Monitor

**RPI**-Rated Position Indicator

**RPL**-Required Proficiency Level

**RQT**-Requalification Training

**RS**-Reconnaissance Squadron

**RT**-Radio Terminology

**RTT**-Realistic Target Training

**RW**-Reconnaissance Wing

**RWR**-Radar Warning Receiver

**RX**-Rockets

**RZO**-Recovery Zone Officer

**S**-Scanner

**SA**-Situational Awareness, Strategic Attack

**SAAC**-Simulator for Air-to-Air Combat

**SAFE**-Selected Area For Evasion

**SAR**-Search and Rescue

**SAT**-Surface Attack Tactics

**SATB**-Standard Airdrop Training Bundle

**SCAR**-Strike Control and Reconnaissance

**SCL**-Standard Conventional Load

**SCNS**-Self Contained Navigation System

**SCP**-Set Clearance Plane

**SD**-Situational Display

**SDI**-Situation Display Indicator

**SEAD**-Suppression of Enemy Air Defenses

**SEAD-A**-Suppression of Enemy Air Defenses-Anti-Radiation

**SEAD-C**-Suppression of Enemy Air Defenses-Conventional

**SEAD-E**-Suppression of Enemy Air Defenses-Electronic

**SEFE**-Stan/Eval Flight Examiner

**SELO**-Situational Emergency Procedure Training

**SERE**-Survival, Evasion, Resistance, and Escape

**SFO**-Simulated Flameout

**SI**-Simulator Instructor

**SIF**-Selective Identification Feature

**SLD**-Systems Level Delivery

**SNS**-Satellite Navigation Station

**SOC**-Senior Officers Course

**SOCC**-Sector Operations Control Center

**SOF**-Supervisor of Flying

**SORTS**-Status of Resources and Training System

**SQ/CC**-Squadron Commander

**SRM**-Short Range Missile

**SSE**-Simulated Single Engine

**STR**-Strategic Training Range

**TA**-Terrain Avoidance

**TACAN**-Tactical Air Navigation

**TACS**-Tactical Air Control System

**TAI**-Total Active Inventory

**TAPR**-Training Accomplishment Performance Report

**TD**-Tactical Deception (AFI 10-704)

**TDY**-Temporary Duty

**TEREC**-Tactical Electronic Reconnaissance System

**TES**-Tactics Eval Sq/Test &Evaluation Squadron

**TEWS**-Tactical Early Warning System

**TF**-Terrain Following

**TF-Coded**-Designated Training Aircraft

**TFR**-Terrain Following Radar

**TG**-Training Guide

**TGM**-Training Guided Munitions

**TGT**-Target

**TO**-Technical Order

**TOD**-Time of Detonation/Task and Objectives Document/Time of the Day

**TOT**-Time Over Target

**TR**-Training Rules

**TRP**-Training Review Panel

**TTU**-Transition Training Unit

**TX**-Transition

**UCML**-Unit Committed Munitions List

**UE**-Unit Equipped

**UIP**-Upgrading Instructor Pilot

**UIWSO**-Upgrading IWSO

**UMD**-Unit Manning Document

**UNITREP**-Unit Status and Identity Report

**UQ**-Unqualified

**USAF**-United States Air Force

**USAFE**-United States Air Forces in Europe

**USAFWS**-United States Air Force Weapons School

**USI**-Upgrading Simulator Instructor

**UTA**-Unit Training Assembly

**UTE**-Utilization Rate

**VID**-Visual Identification

**VFR**-Visual Flight Rules

**VGRM**-Visual Ground Release Marker

**VLC**-Visual Lookout Capability

**VLD**-Visual Level Delivery

**VMC**-Visual Meteorological Conditions

**VR**-Visual Recognition

**VRD**-Vision Restricting Device

**VTR**-Video Tape Recorder

**WD**-Weapons Delivery

**WDL**-Weapon Data Link

**WG**-Wing

**WIC**-Weapons Instructor Course

**WOD**-Word of the Day

**WOT**-Wing Option Time

**WS**-Weapons School

**WSEP**-Weapon System Evaluation Program

**WSO**-Weapon Systems Officer

**WST**-Weapon System Trainer

**WSTO**-Weapons System Training Officer

**WTT**-Weapons and Tactics Trainer

**WVR**-Within Visual Range

**WW**-Wild Weasel

**WX**-Weather

### ***Terms***

**Air Combat Training (ACBT)** —A general term which includes (D)BFM, (D)ACM, and (D)ACT. (AFI 11-214)

**Air Combat Tactics (ACT)** —Training in the application of BFM, ACM, and tactical intercept skills to achieve a tactical air-to-air objective. (AFI 11-214)

**Academic Training**—A course of instruction that includes but is not limited to classroom instruction related to aircraft systems and operation, flight characteristics and techniques, performance, normal procedures, abnormal and emergency procedures. Academic courses are designed to prepare students for simulator/flight training and normally completed before beginning that training.

**Actual Airdrop**—Aerial delivery of actual personnel, or equipment from an aircraft in-flight.

**Airborne Communications Specialist**—An aircrew member whose in-flight duties may involve the operation of analytical, search, and communications terminal equipment unique to the unit mission

**Airborne Radar Approach (ARA)** —Accomplished by a navigator directing the pilot through a letdown using radar as the primary equipment

**Aircraft Commander (AC)** —A pilot who has been certified to perform duties in command

**Aircrew Training Device (ATD)** —Hands-on training aids that include cockpit procedure trainers (CPT), part task trainers (PTT), weapons systems trainers (WST), or simulators.

**Aircrew Training System (ATS)** —An integrated qualification, upgrade, and continuation training program for crew members. Civilian contractors conduct most academic and ATD training: Air Force conducts all flight training.

**Air Refueling (AAR)**—An AAR event requires tanker rendezvous, hook-up and transfer of fuel or 2 minutes of dry contact. Credit more than one event if receivers accomplish another rendezvous, hook-up and fuel transfer/dry hook-up.

**Air Refueling (AR) Mission**—A flight that involves AR procedures as a tanker.

**Air Reserve Component (ARC)**—ANG and AFRC units and aircrew members, both associate and unit-equipped.

**Attrition Sortie**—A sortie planned and launched as a RAP training sortie, Non-RAP sortie, or collateral sortie, that, due to some circumstance (weather, IFE, maintenance, etc.), fails to accomplish the planned mission. It is imperative that units log these sorties properly. Improper accounting of these sorties will result in improper sortie allocation, stresses to the unit schedule, and negative impacts to the quality of unit training programs.

**Basic Aircraft Qualification (BAQ)**—A status of an aircrew member who has satisfactorily completed training prescribed to maintain the skills necessary to fly the unit aircraft. The member must perform at the minimum frequency necessary to meet the most recent sortie and flight standards set for the weapons system. BAQ will only be carried by aircrew until completion of MQT. BAQ is not a permanent qualification except for general officers above the wing level, and any other crew members specifically authorized by MAJCOM/DO. Aircrews are not authorized to perform RAP-tasked combat event/sorties without instructor aircrew or SQ supervisor supervision. Flight duties will be limited to those identified in paragraph 4.3.

**Basic Mission Capable (BMC)**—The status of an aircrew who has satisfactorily completed training (MQT) prescribed to be fully qualified to perform the basic unit operational missions but does not maintain CMR status. Aircrew accomplishes training required to remain familiarized in all, and may be qualified and proficient in some, of the primary missions of their weapon system and unit. These aircrew members may also maintain special capabilities. (Refer to paragraph 4.3) (RATIONALE: corrects sequence).

**Certification**—The process of certifying aircrew tactical employment and special weapons capabilities, procedures, and rules. Replaces verification for nuclear tasked units.

**Circular Error**—Miss distance of a given weapon impact expressed in radial distance from center of target.

**Cockpit Familiarization Trainer (CFT)**—A training device in which the controls, switches, and instruments do not have to respond to trainee inputs. Used for checklist use, normal procedures, and emergency procedures (see AFP 50-11 (AFPAM 36-2211)).

**Cockpit Procedures Trainer (CPT)**—A training device in which instruments and displays are activated to respond to trainee inputs. Used for safety of flight, instrument, normal, and emergency procedures (see AFP 50-11 (AFPAM 36-2211)).

**Combat Mission Ready (CMR)**—A status of an aircrew member who has satisfactorily completed training (MQT) prescribed to be fully qualified to perform the basic unit operational missions, and maintains qualification and proficiency in these missions. All active duty RPI-1/2's, Squadron Commander, Operations Officers, and OG/CC designated RPI-6 manning positions are required to maintain this qualification level. **EXCEPTION:** If a unit is over-manned, they may elect to train the front line of their UMD to CMR with the overage designated as BMC. Approximately 50% of the aircrew selected for CMR must be inexperienced. (Refer to paragraph 4.3.)

**Composite Force Training (CFTR)**—Scenarios employing multiple flights of the same or different types of aircraft, each under the direction of its own flight leader, performing the same or different roles. (AFI 11-214)

**Continuation Training (CT)**—Training to maintain proficiency and improve aircrew capabilities to perform unit missions and aircrew proficiency sorties not flown in formal syllabus missions, tests, or evaluations. Applicable to CMR and BMC aircrew.

**Course Summary Document (CSD)**—Documented summary of a particular training course that includes a synopsis of training, resource requirements, and equipment allocations.

**Covert Drop Zone**—A drop zone marked with IR lights. Use reduced standard lighting if IR lighting is unavailable.

**Crew Resource Management (CRM)**—Training concept that emphasizes team effectiveness by enhancing individual and aircrew performance in communication, situational awareness, effective leadership and management, and crew coordination.

**Currency** - The minimum frequency required to perform an event or sortie safely.

**Demanding Sortie**—Sorties that task the aircrew to the extent that flying frequency and continuity are most critical. Demanding sorties include assault landings to runways 3500 feet or less, NVG events, night actual airdrops missions. SQ/CCs may add sorties/events to the demanding sortie list, depending on unit tasking and the individual's capabilities. Also see Non-demanding Sortie.

**Direct Supervision**—An aircrew member is considered under direct supervision when flying with an instructor in the same crew position. For pilots the IP must occupy one of the pilot seats and for other crew positions the Instructor must be readily available to assume the primary duties if required.

**Dissimilar ACBT (DACBT)**—ACBT in conjunction with another MDS aircraft as adversary. The connotation (D)ACBT refers to either similar or dissimilar ACBT. These connotations correspond to all facets of ACBT (i.e., BFM, ACM, ACT).

**Dry Pass**—Aerial Delivery pass in which no equipment or personnel exit the aircraft

**Emergency Procedures Evaluation (EPE)**—An evaluation of aircrew knowledge and responsiveness to critical and non-critical EPs conducted by a SEFE in an OFT, CPT, or verbally.

**Event**—The accomplishment of a specific training element, function, or task.

| **Experienced Aircrew (EXP)**—A designation used to determine the level of training a crew member receives within each training category (see table A1.1).

**Familiarization (FAM)**—Normally requires a minimum of six weapons deliveries for PGMs and bombing events in a twelve month cycle.

**Formal School Courseware**—Training materials and programs developed for training aircrew members at formal schools. It includes all student study guides, workbooks, computer-based training lessons, slide tape lessons, instructor guides, and applicable MC Form 1023 or MC Form 1024 related to the specific course.

**Formation**—Two or more aircraft under the command of a designated mission commander or formation leader, operating in close proximity with each other. The aircraft commander assumes responsibility for the aircraft's position relative to others flying in the same formation.

**Initial Qualification Training (IQT)**—Training to qualify the aircrew in basic aircraft flying duties without specific regard to the unit's operational mission. The minimum requirement for Basic Qualification status.

**Joint Air Attack Team (JAAT)**—Coordinated CAS with helicopters.

**Joint Force Training (JFT)**—Scenarios employing integrated aerospace and land/naval forces. Examples include JAAT, CAS with FAC, airdrop escort, etc.

**Low Altitude Tactics**—Day or night tactical operations below 3000 feet AGL.

**Medium Altitude Tactics**—Day or night tactical formation (if appropriate for night mission profiles) above 5000 feet AGL; ingressing to a target area, employing actual or simulated ordnance, and egressing with mutual support (if appropriate for night mission profiles). \*\* Day or night tactical operations between 3000 ft AGL and 5000 feet AGL.

**Mission Qualification Training (MQT)**—Training required to achieve a basic level of competence in unit's primary tasked missions. This training is a prerequisite for CMR or BMC status.

**Night Event**—Log a night event when accomplished during official hours of darkness (30 minutes after sunset to 30 minutes before sunrise).

**Night Sortie**—Log a night sortie on which either the takeoff or landing and at least 50 percent or 1 hour of flight duration, whichever is less, occur during official hours of darkness (30 minutes after sunset to 30 minutes before sunrise).

**Nondemanding Sortie**—A day sortie that provides the aircrew with the opportunity to regain basic flying proficiency without excessively tasking those skills that have been under used during the non-flying period. Sorties that do not include events listed in the definition of demanding sortie are non-demanding sorties.

**Operational Flight Trainer (OFT)**—A training device which dynamically simulates flight characteristics. Used for normal, emergency, and instrument procedures, to include safety of flight, warfighting tasks, and skill integration training (see AFP 50-11 (AFPAM 36-2211)).

**Practice Airdrop**—Drop during which all standard procedures and signals are followed and standard airdrop training bundle is dropped

**Primary Aircraft Inventory (PAI)**—Aircraft authorized for performance of the operational mission. The PAI forms the basis for allocation of operating resources to include manpower, support equipment, and flying-hour funds. The operating command determines the PAI required to meet their assigned missions. (See AFI 16-402).

**Primary Mission Aircraft Inventory (PMAI)**—Aircraft authorized for performance of the operational mission. The PAI forms the basis for allocation of operating resources to include manpower, support equipment, and flying-hour funds. The operating command determines the PAI required to meet their assigned missions. (See AFI 16-402).

**Proficiency**—Demonstrated ability to successfully accomplish tasked event safely and effectively. For purposes of this instruction, proficiency also requires currency in the event, if applicable.

**Quality Assurance Representative (QAR)** —Member of the wing or group staff designated to verify and evaluate contractor performance according to the ATS quality assurance program plan, mandated by federal acquisition regulations (FAR)

**Simulated Airdrop**—A maneuver during which all standard procedures and signals are followed, but an aerial release is not made. Applicable doors or ramp need not be opened.

**Situational Emergency Procedures Training (SEPT)** —A discussion and review of abnormal/ emergency procedures and aircraft systems operations/limitations based on realistic scenarios.

**Specialized Training**—Training in specialized tactics, weapons systems, or flight responsibilities such as flight lead, instructor, LASDT, etc. This training may be conducted in MQT or CT, as required.

**Squadron Supervisor**—Squadron Commander, Asst/Operations Officers, Flight CCs.

**Standard Airdrop Training Bundle (SATB)** —A locally manufactured airdropable item, used to simulate actual personnel, or equipment.

**System Review Board (SRB)** —The primary management tool to ensure a responsive training program, it is a quarterly review of all aspects of ATS contract performance.

**Tactical Deception**—Any activity designed to mislead the enemy operational commander by manipulating, distorting, or falsifying evidence, thereby inducing the enemy to act in a manner favorable to our interests or desires (see AFI 10-704).

**Tactics and Training Range (TTR)** —Sites capable of Radar Bomb Scoring (RBS), EC range training and special training (also called radar bomb scoring).

**Threat VID**—Visual identification of a bogey in a threat environment IAW AFTTP 3-1.

**Verification**—Applies to procedure aimed at verifying and refreshing aircrew tactical employment knowledge, emphasizing conventional operations and mobile targets. Verification is conducted in both initial and follow-on phases. Initial verification phase is a formal board proceeding convened to verify individual aircrew knowledge. Continuation training is to reinforce, refresh, and update aircrews on unit wartime mission/tasking, tactics, and procedures. (A ground training process aimed at ensuring aircrew tactical employment knowledge. Verification is a unit tactics program conducted in both initial and follow-on phases. Initial verification consists of initial verification academics. Continuation verification training is to reinforce, refresh, and update aircrew members on unit wartime mission/tasking, tactics, and procedures)

**Visual Reconnaissance**—An event using basic navigational techniques during which surveillance of an area or lines of communication is conducted, leading to the timely acquisition of information or enemy activities. It encompasses map reading, recognition of terrain features, pilotage, and DR.

**Visual Identification (VID)** —Often required to positively identify an aircraft using visual means.

**Table A1.1. Experienced Crewmember Definition.**

AIRCRAFT CREW POSITION HC-130	C-1301	PAA2	AC PAA3	TOTAL4
Aircraft Commander			400	1200
or	800		200	1200
or		800	200	1200
Navigator		400		400



AIRCRAFT CREW POSITION	C-1301	PAA2	AC PAA3	TOTAL4
or	400	200		600
Flight Engineer		300		300
Loadmaster		150		500
ACS		300		500
<b>Notes:</b> 1. C-130 Flying time any type C-1302. HC-130 time3. A-Code flying time in the HC-1304. Total fixed-wing flying time (includes UFT)				

## Attachment 2

### GLOSSARY OF MISSION/SORTIE AND EVENT DEFINITIONS

#### A2.1.\_ Mission/Sortie Definitions:

**Basic Sortie**—Log basic sorties on local or operational missions that include appropriate premission planning, preflight according to flight publications, preparation of performance, takeoff and landing data, weather and crew or passenger briefings, flight plan filing, and postmission procedures and the following crew position specific criteria:

**Pilots:** Complete a takeoff and landing.

**Navigators:** Monitor a departure and approach. Minimum flying time will be 30 minutes, while performing primary navigator duties. If more than one qualified navigator is on a flight, each may obtain sortie credit on the same flight provided each one occupies the navigator position, maintains a log, performs navigator duties, and meets the requirements of the navigational sortie description.

**Flight Engineers, Loadmasters, and ACS:** Credit any type of mission actually flown. Two crew members may log a sortie on the same sortie if the requirements of a Basic Sortie are met.

Log a maximum of one sortie per mission.

**Local Proficiency Sortie**—A local proficiency sortie (LPS) is a local training mission for practicing instrument, transition, and emergency procedures. Fly maneuvers under the direct supervision of an IP. An IP can log an LPS without additional IP supervision. Complete all maneuvers to an acceptable level of proficiency as determined by the IP to log the LPS. Should the LPS be incomplete for weather or aircraft malfunction only, the instructor will determine whether the entire LPS will be re-accomplished or just the incomplete events. Instructors need not accomplish all the events on a single sortie. Credit the LPS upon completion of the last event. A minimum of one hour actual flying time is required to log the LPS. ACs should practice windmill taxi starts. ACs and authorized copilots should practice three engine approaches. As the absolute minimum, practice the following maneuvers (IAW **Attachment 3**, Training Restrictions): Review boldface emergency procedures, one precision instrument approach, one non-precision instrument approach, holding pattern or procedure turn, circling approach (traffic permitting), simulated engineout landing, simulated engineout goaround, and a VFR traffic pattern (weather permit-

ting). Do not credit an LPS on the same flight as an evaluation. **EXCEPTION:** ANG and AFRC units will develop local LPS guidelines to remain within their programmed flying hours.

**Night Landing**—Log only one landing for each basic sortie. Accomplish the landing between 30 minutes after sunset to 30 minutes before sunrise (official darkness).

**Instrument Approaches**—IAW AFMAN 11-217, *Instrument Flight Procedures*.

- | **Day/Night Navigation Sortie** —A minimum of 2 hours over a category I route. The navigator will maintain a log using dead reckoning, radar fixes, radio aid fixing and range control procedures. Each navigator can credit only one navigation sortie per flight, however more than one qualified navigator may obtain sortie credit on the same flight provided each one occupies the navigator position for a minimum of 2 hours, maintains a log, performs navigator duties, and meets the requirements of the navigation sortie.

**Celestial (deleted)**

**Pressure Pattern (deleted)**

**Radar Fix:** A position plotted on a chart using the radar as the primary method of determining position. Credit a radar fix using range/bearing from a single target, or range/range or bearing/ bearing from multiple targets to determine position.

**ARA (Airborne Radar Approach)** —Make practice approaches under VMC (day or night) or under ground radar monitoring during IMC. Do not log ARAs when the pilot is making any other type instrument approach. Credit the ARA if, in the opinion of the pilot, a safe landing can be made from minimums

**RAP Sortie**—RAP sorties are used for tracking sortie lookback. Log a RAP sortie when a mission sortie or combat skills sortie is accomplished. Log a maximum of one RAP sortie per mission. Dual log as basic sortie if all the requirements of a basic sortie are accomplished

- | **Combat Skills Sortie**-Log a combat skills sortie when:

1. A low-level route and an air refueling, airdrop, tactical recovery or assault operation (assault take-off and landing) are accomplished or
2. A chaff/flare/RWR event are accomplished in response to threat identification and reaction to threat emitters or
3. Any combination of 4 of the following event types are accomplished: Rescue Kit Deployment (MA-1 kit, parabundle, or freefall), search pattern, tactical airdrop, actual personnel deployment, low level route, air refueling, assault profile (takeoff and landing).
4. FE may log when at least 1 required event and 2 or more tactical combat checklists are accomplished.
5. LM and ACS may log when 2 or more required events are accomplished

- | **Mission Sortie**-Missions will be a combat scenario profile that relates to the unit's DOC statement. Minimum requirements to credit a mission sortie are: Intel scenario, combat mission planning, low or high level profile, and a successful TOT. Desired events include air refueling air drop, threat identification and reaction, assault takeoff and landing , secure voice, have quick, authentication, and use of aircrew protective equipment (helmet, survival and flak vests, weapons, cockpit armor if available). In addition, any Air Tasking Order fraggged Contingency/Combat Support sorties may be logged as Mission Sorties.

**Assault Operations**—Pilots and copilots accomplish this training in their respective crew positions. Accomplish maximum effort landings on appropriately marked assault zones of 3500 ft or less. Meet the following requirements in order to log the landings: (1) Touchdown within the first 500 feet. (2) Do not credit goarounds. Copilots credit takeoff and landings and update currency by performing copilot duties during assault operations.

**Night Assault Landing**—Accomplished a maximum effort landing at night.

**Low Level**—Aircraft Commanders may log a low level route when flying in either seat provided they fly the aircraft and accomplish Aircraft Commander duties throughout the sortie. Do not credit the sortie for a crew induced aborted airdrop.

**Day Low Level**—Log a low level day route for a minimum of 30 minute lowlevel route, successful timeovertarget (TOT). FE, LM, ACS are exempt from TOT.

**NVG Low Level**—Log an NVG Low Level route for a minimum of 30-minute NVG lowlevel route is accomplished between 30 minutes after sunset to 30 minutes before sunrise to a successful timeovertarget (TOT). FE, LM, ACS are exempt from TOT requirements.

**Unfamiliar Route**—Log an unfamiliar route on a low level (day or NVG) as described above, and is flown using a newly designed route for that particular mission. Dual log as day low level/ NVG low level as appropriate.

**Air Refueling**—Event includes an aerial rendezvous, using visual or electronic procedures to arrive no more than mile left/right of the receiving helicopter when 1 NM in trail. The primary means of navigation will be by radar, SCNS, air-to-air TACAN, and IFF Interrogator. For the navigator, the tanker must arrive at the pre-briefed Air Refueling Control Point (ARCP) on time to 120 seconds past the Air Refueling Control Time (ARCT). If no ARCT is established, an actual refueling rendezvous must be accomplished. For the pilot and loadmaster there must be at least 2 minutes with the receiving helicopter attempting contact or in contact with the hose (dry contact or wet transfer). For flight engineer, the checklist must be accomplished and hoses extended and contact checklist completed.

**NVG Air Refueling**—An aerial refueling accomplished 30 minutes after sunset until 30 minutes prior to sunrise or when ambient light conditions permit the use of night vision devices. Dual log as total aerial refueling.

**Single-ship Recovery**—Pilots log a single-ship recovery when a random steep or shallow approach is accomplished. Copilots log this event when they perform copilot duties during a random steep or shallow approach.

**Composite Force Training (CFTR)** —Scenarios employing multiple flights of the same or different types of aircraft, each under the direction of its own flight leader, performing the same or different roles. Only one event may be logged per sortie (**EXCEPTION:** if an AAR separates events, a maximum of two events may be logged per sortie (AFI 11-214)

**Composite Wing Training (CWT)** —A mission scenario based on a Composite Wing's CONOPS involving an intelligence scenario and support, an Air Tasking Order (ATO), and a Mission Commander responsible for planning the mission. These missions must include participation from more than 50% of the wing's flying and air control squadrons. The mission will also have opposing forces, such as air-to-air adversaries, EC opposition, and/or surface-to-air threats. A CWT event may be logged with a Composite Force Training (CFTR) event.

**Chaff Event**—In-flight dispensing of chaff during a tactical mission profile in response to an actual or simulated threat. Event requires actual release and is limited to logging one event per sortie

**Flare Event**—In-flight dispensing of self-protection flares during a tactical mission profile as a threat response. Event requires actual release and is limited to logging one event per sortie.

**RWR Event**—The aircrew detects a surface or airborne threat via electronic or simulated means and react with appropriate threat calls, aircraft maneuvers and expend/simulate defensive chaff.

**Airdrop Events**—Log this event when a successful airdrop is accomplished. The load must exit the aircraft (not required for Loadmasters if the slowdown checklist is successfully completed) and be scored as a successful drop. A successful airdrop is 0-300 meters adjusted circular error (CE) for equipment, personnel, and SATB. For jumpmaster directed door bundles or personnel drops the pararescue jumpmaster assumes full responsibility for ground positioning of the load. Airdrops require using visual procedures for release.

**Personnel Actual**—Loadmaster log this event when an actual personnel are loaded, rigged, and all checklist through the slowdown checklist are accomplished.

**Tactical Airdrop (CARP/HARP)** —Aircrew-directed single-pass drop using airborne derived winds in conjunction with ACC Form 512 calculations. TOT must be within  $\pm 30$  seconds of planned drop time and airdrop must be successful (0-300 yards CEP) (N/A LMs).

**Night Tactical Airdrop**—Crew will accomplish this airdrop between 30 minutes after sunset and 30 minutes before sunrise (official darkness).

**Pararescue Deployment**—Log this event when airdropping pararescue personnel on a land or water drop zone using jump-master directed procedures. Dual log as total airdrop.

**Parabundle**—Log this event when an actual parabundle (or simulated with sea dye or marker smoke) is dropped.

**Ramp Bundle**—A package dropped from the aircraft which may include, but not be limited to, RAMZ, All Terrain Vehicles or other rescue vehicles. Ramp bundle may be simulated using appropriate load weights and rigging.

**Freefall**—Log this event when an actual freefall bundle (or simulated with sea dye or marker smoke) is dropped.

**MA-1/2 Kit Deployments**—Log this event when dropping a MA-1/2 Sea Rescue kit using the delivery pattern specified in AFI 11-2HC-130V3. For pilots, kit must bracket survivor on the briefed side (upwind/downwind) may be simulated with markers. Loadmasters must drop an actual kit or a dummy kit.

**Illumination Sortie**—Crew will launch at least two of the following flares: LUU-2/B; LUU-4/B. Crew will demonstrate ability to coordinate flare illumination operations with ground and support air assets.

**Pyrotechnic Operations**—The loadmaster will demonstrate the proper loading and downloading procedures for all pyrotechnic equipment used to support a rescue mission sortie. The ACS will assist the loadmaster when duties permit. May be credited by ground demonstration in a static aircraft or hulk trainer.

**Search Pattern**—Sorties involve the planning, SCNS programming, and in-flight execution of at least two of the six possible search patterns (route, sector, expanding square, parallel, creeping line, contour). The crew should fly each search pattern a minimum of 10 minutes and include a simulated sighting in

each scenario. Conduct search pattern using the appropriate track spacing, radius/width, altitude, and air-speed consistent with meteorological conditions and (simulated) objective of the search.

**Secure Voice**—Correctly load key tapes into Secure voice equipment. Communicate with other aircraft or C3 agency. Only one Secure Voice event may be logged per day.

**Authentication**—Requires correct response to an authentication challenge using appropriate authentication tables.

**Have Quick**—Correctly —load the word-of-the-day (WOD), receive or generate time of day (TOD). Communicate with other aircraft of C3 agency in flight. Only one Have Quick event may be logged per day.

Attachment 5

TRAINING SHORTFALL REPORT

MEMORANDUM FOR MAJCOM/DOT/XOF (RATIONALE: consistency)

SUBJECT: XX SQ training shortfalls

FROM:

1. TRAINING SHORTFALLS (Training events/sorties not accomplished or locally waived. Only report those shortfalls that the unit commander feels will have a major impact on training. Generally report only those events/sorties that affect 15% or greater of the crew force).

EVENT/SORTIE--PERCENT OF CMR/BMC PILOTS AFFECTED

--SPECIFIC REASON FOR SHORTFALL

--CORRECTIVE ACTION (IF ANY)

--LIMFACS

2. COMMANDER'S COMMENTS (Open forum for comments to improve the training reporting system).

1st Ind, OC/CC

TO: HQ MAJCOM/DOT/XOF

CC: NAF DO/XO

**Attachment 10****IC 2000-1 TO AFI 11-2HC-130, VOLUME 1, HC-130 AIRCREW TRAINING****21 AUGUST 2000****SUMMARY OF REVISIONS**

This change incorporates interim change (IC) 2000-1. This change incorporates administrative corrections and updates aircraft requirements to include MC-130 aircraft at rescue units and Night Vision Goggle operations. A (I) indicates revisions from the previous edition.

**1.2. Responsibilities:**

1.2.1. HQ ACC/DO is designated as the responsible agency for this instruction IAW AFD 11-2. The HQ ACC/DO will:

1.2.1.1. Chair semi-annual CAF Realistic Training Review Boards (RTRBs) to review ground and flying training requirements/programs for CAF units. RTRB participants will include applicable ACC active and reserve component representatives and applicable MAJCOM/DO representatives from those MAJCOMs with major weapons systems for which ACC is lead command.

1.2.2. Forward all MAJCOM/FOA/DRU supplements to HQ ACC/DO, who in turn will forward to HQ USAF/XOOT for approval. Provide HQ USAF/XOOT, HQ ACC/DO, and all applicable MAJCOM/DOs a copy of approved supplements to this instruction after publication.

1.2.3.1. Provide standard instructional texts to support operational weapons/tactics training. Forward two copies of each to the MAJCOM and NAF DO/OV, and five copies to each CAF wing/group.

1.2.4.3. Designate the training level to which each RPI/API – 6 (ANG: all flyers) will train. Upon request provide MAJCOM DOT (AETC: N/A, ANG: HQ ACC/DO) with a list of BMC and CMR manning positions. Review programs and manning position designations annually. Review programs and manning position designations annually. OC/CCs will report changes in position designations as they occur to MAJCOM DOT.

1.2.4.5. Identify training shortfalls that adversely impact combat capability. Units are required to submit anticipated shortfall reports each quarter to MAJCOM DOT (info copy to NAF DO) (due 31 Jan, 30 Apr, 31 Jul). Prior to submitting the annual report, units are reminded to prorate incomplete training. For training report format; see Attachment 4, Training Shortfall report. Negative reports are required.

**NOTE:** For ACC units, this report may be submitted on the HQ ACC/DO homepage.

1.2.7. (added) ACC units with MC-130 aircraft assigned will use this instruction for training guidance. Any instance of reference to HC-130 aircraft and procedures listed in this volume will be applicable to ACC MC-130 units as well.

1.3.3. HQ ACC/DO will:

1.3.4. MAJCOM/DOs will determine training requirements for their subordinate units. These training requirements will be coordinated through HQ ACC/DO. This includes making changes, additions, or deletions to this instruction at anytime. These changes may be via MAJCOM supplement, RAP Tasking, or immediate change messages. HQ ACC/DO will be an info addressee on all changes.

1.5.2. AETC TRSS at Kirtland AFB is the primary TRSS designated to support Rescue HC/MC-130 training. ACC Training Support Squadron (TRSS) will develop and validate training programs when/where tasked. Other MAJCOMs may submit requests for training program support to the HQ ACC/DO. If validated, these requests will be prioritized and tasked to ACC TRSS.

1.11.2. Wing RPI/API-6 authorizations are IAW unit manning documents. Active duty wings converting to new Primary Mission Aircraft Inventory (PMAI) are authorized one SQ equivalent of additional RPI/API-6s during the conversion period. However, total wing staff flying the new aircraft shall not exceed total authorized for final conversion equipment.

1.12.1. Unless specifically noted otherwise in the appropriate section, waiver authority for requirements of the RAP tasking message and for all provisions in Chapters 4, 5 and 6 of this instruction is the OG/CC. For all other provisions of this instruction, the waiver authority is MAJCOM/DOT, unless otherwise stated.

1.12.2. Units subordinate to a NAF will forward requests directly to MAJCOM DOT and provide their NAF DO with an informational copy.

2.2.1. MAJCOM/DO is approval authority to conduct local IQT, and is waiver authority to change the formal requirements of locally conducted IQT. Info HQ ACC/DOT. MAJCOM/CC is the approval authority for non-formal course IQT for colonel selects and above to be conducted at the unit to which the officer is assigned.

3.1.6. Accomplish in-unit training using the formal school courseware. Request the courseware through command channels from HQ ACC/DOT.

3.1.7. Approval/Waiver for In-Unit MQT. MAJCOM/DO (ANG: HQ ACC/DOG).

3.1.12. Individuals will start flying training within 45 days, after reporting for duty (ANG, AFRC: 45 days begins with the first scheduled UTA weekend), IAW AFI 11-202V1 or completing initial qualification training. Crewmembers will complete in-unit mission qualification training within 90 days (180 days for ANG, AFRC) of starting training. Failure to complete MQT within the specified time interval requires notification through chain of command to MAJCOM/DO (ANG: HQ ACC/DOG) with aircrew member's name, rank, reason for delay, planned actions, and estimated completion date.

3.1.14. Pilots will qualify in the HC-130 using the C-130 pilot mission qualification - single ship (PMS) course and HC-130 Pilot Mission Qualification Rescue (PMQ-R) course. Pilots who are unqualified for two to five years may use the Aircraft Commander Mission Requalification Course (PRK) instead of the PMS course. Navigators and loadmasters will qualify using the appropriate C-130 mission qual and

HC-130 mission qual-rescue courses. Flight engineers will qualify using the MC-130PFEMQR course. ACS will qualify using the MC-130PCSOMQR course.

3.3.5. Use of C-130 variant aircraft for training accomplishment. Units with access to C-130 variant aircraft (i.e: C-130E, WC-130, etc.) may use the following guidelines for accomplishing RAP training events:

Pilot – may log demanding sortie, day low level, NVG low level, assault takeoff, assault landing, night assault landing, tactical airdrop, unfamiliar route, SS random steep, SS random shallow, non-demanding sortie, combat skills sortie.

Navigator – may log demanding sortie, day low level, NVG low level, total tactical airdrop (SATB and HALO actual personnel only), night tactical airdrop (SATB and HALO actual personnel only), unfamiliar route, and combat skills sortie.

Flight Engineer – may log NVG low level, combat skills sortie.

Loadmaster – may log tactical airdrop (SATB and HALO actual personnel only), actual personnel (HALO actual personnel only), combat skills sortie.

Airborne Communication Specialist (ACS) – may not log events.

4.2.10. Pyrotechnic Training. Training applies to all ACS and LMs. Conduct familiarization training according to FTU procedures. See technical orders 11A10247, 11A10267, 11A10277 and 11A10287 and AFI 11-2HC-130V3.

4.2.12. Small Arms. IAW AFI 36-2226, *Combat Arms Training and Maintenance (CATM) Program*. Consider FEs, Loadmasters, ACS, Category B for training and all other aircrew Category C.

4.2.21. Flight Engineer Systems Refresher Training. FEs will complete an annual ground training course covering selected aircraft systems provided for in ATS contractor courseware. Primary training should be accomplished at the flight engineer systems refresher course at the FTU (as an alternate, training may be accomplished using formal courseware in-unit). Training is designed to improve the FE's technical knowledge of aircraft systems, operational procedures and unit mission.

4.2.33. (Added) **Weapons/Tactics Academic Training.** Unit Weapons and Tactics Officers will establish a weapons tactics academic training program to satisfy MQT and CT requirements. Training is required semiannually (ANG/AFRC: annual) and requires successful completion of an examination (85 percent minimum to pass). Use testing to the maximum extent possible to validate qualification. Aircrews that fail this examination will be brought to the attention of the squadron commander, given additional training and be required to pass another examination. Audiovisual programs may be used in place of or in conjunction with academic instruction. Instruction and tests may be classified and should include information from AFTTP 3-1 Volumes 1, 2, and 33. Topics will include but are not limited to: Alert and scramble procedures, terminal operations, hostile environment air refueling, use of airborne command and control assets, SANDY MDS capabilities, authentication procedures, all levels of ROE, safe passage, evasive maneuvering and hostile ECM/friendly ECCM tactics.



**Table 4.1. Ground Training.**

<b>MOBILITY TRAINING</b> <b>These items required for mobility units or units that generate in place.</b>				
<b>SUBJECT</b>	<b>FREQUENCY</b>	<b>REFERENCE DIRECTIVE</b>	<b>GROUNDING</b>	<b>AFFECT CMR/BMC</b>
Chemical Warfare Defense Training-- Ground Crew Ensemble (N/A CB, TF, and ADF coded units)	Initial and Annual	AFPD 32-40, AFI 32-4001, AFI 32-4002	No	No
Handgun Training(Refer to Note 2 for group designations)	Initial/Requal Group B-annual- Group C- 2 yrs AFRC/ANG: Group B – 2 yrs Group C - 3 yrs	AFI 36-2226(AFRC: 28APR98MSGANG: AFI 36-2226/ANG Sup 1)	No	Yes
ISOPREP Review	Semiannual	AFI 14-105	No	Yes
Intelligence Training	Annual	AFI 11-2HC-130V1, AFI 14-105 and AFI 14-105 Sup 1	No	Yes
Anti-Hijacking Training	Biennial	AFI 13-207 (FOUO)	No	No
<b>AIRCREW TRAINING</b>				
Physiological Training (Altitude Chamber)	Every 3 or 5 years as applicable	AFI 11-403	Yes	No
Instrument Refresher (P/N)	PERIODIC	AFMAN 11-210 and AFI 11-202V2, as supplemented	No	No
Life Support Training		AFI11-301 as supplemented		
a. Egress Training	Annual		Yes	No
b. Hanging Harness	Note 1		Yes	No
c. Life Support Equipment Training	Annually		No	No
d. Combat Survival Training (CST) (N/A CB, TF, and ADF coded units)	Note 1		No	Yes
e. Water Survival Training	Note 1		No	No

f. Local area Survival Training	Initial		Yes	No
Initial Chemical Warfare Defense Training--Aircrew Ensemble (N/A CB, TF, and ADF coded units)	Prior to 1stCW Flight	AFI 11-2HC-130V1, Chapter 3.	No	Yes
Annual Chemical Warfare Defense CT Aircrew Ensemble (N/A CB, TF, and ADF coded units)	Annually	AFI 11-2HC-130V1, Chapter 4	No	Yes
Simulator (WST) Training	Annual	AFI 11-2HC-130V1, Chapter 4	No	Yes
FE System Refresher	Annual	AFI 11-2HC-130V1, Chapter 4	No	Yes
LM Refresher	Annual	AFI 11-2HC-130V1, Chapter 4	No	Yes
Situational Emergency Procedures Training (SEPT)	Monthly	AFI 11-2HC-130V1, Chapter 4	Yes	No
Verification	24 Months	AFI 11-2HC-130V1	No	Yes(No BMC)
Weapons/Tactics Academics	Annual	AFI 11-2HC-130V1	No	Yes
Marshaling Exam	Initial and after a PCS	AFI 11-218	No	No
Flying Safety Training	Once per quarter	AFI 91-202	No	No
Supervisor Safety Training	Initial Only	AFI 91-301	No	No
Hostile Environment Repair (FE only)	Annual	AFI 11-2HC-130V1	No	No
CRM	Biennial	AFI 11-2HC-130V1, Chapter 4	YES(Waiverable by OG/CC)	No
MOST (except LM, ACS)	Annual	AFI 11-2HC-130 V1	No	No
NVG Academics	Annual	AFI 11-202 V1	No	No
<b>AIR FORCE AWARENESS PROGRAM TRAINING</b>				
Protection of the President and Others	After PCS	AFI 71-101 V2	No	No

US/Russia Prevention of Dangerous Military Activities	Initial/Annual and Pre-deployment	CJCS 2311.01	No	No
Fire Extinguisher	Initial upon PCS	AFOSHSTD 91-56	No	No
Code of Conduct	Biennial	AFI 36-2209	No	No
Law of Armed Conflict	Annual	AFPD 51-4, AFI 51-401	No	No
Substance Abuse Education	After PCS	AFI 44-121	No	No
Military Equal Opportunity New-comers' Orientation	After PCS	AFI 36-2706	No	No
Force Protection	Annually or NET 6 months prior to deploy.	AFI 31-210	No	No

**Notes:**

1. ACC--Biennial; AFRC, ANG--Triennial
2. Engineers, Loadmasters, and Airborne Communication Specialists
3. Briefed on theater ROE before arming for wartime mission

4.5.1. MAJCOM/DO (ANG: HQ ACC/DOG) may authorize qualification in more than one mission design series (MDS) aircraft for crewmembers only when such action is directed by command mission requirements and is economically justifiable. This authority cannot be delegated below MAJCOM level. Unless required for unit mission accomplishment, commanders must not permit crewmembers qualified in primary mission aircraft to maintain qualification in support aircraft. Individuals assigned to positions covered by paragraph 4.5.2. have MAJCOM/DO approval, and do not need to submit specific requests.

4.5.1.1. Submit multiple qualification requests through command channels to MAJCOM DOT (ANG: HQ ACC/DOG). All requests must contain full justification. Approval for multiple qualification requests must be provided to the appropriate host base flight management office; flight accomplishments are not authorized until aircraft assignment is updated into AFORMS.

4.5.2.1.C/EC//LC/WC/MC/HC-130E/H/K/P/N are considered the same for non-RAP events and instrument/qualification evaluations.

4.5.2.2.MC-130 qualified aircrew may fly non-RAP and RAP events in HC-130H/N/P aircraft without additional waiver or additional currencies.

4.6.5. Demanding-Sortie Currency. Demanding-sortie currency applies only to pilots and navigators and is updated by any flight in the C-130. To regain demanding sortie currency, complete a non-demanding sortie unless under the direct supervision of an instructor of the same crew position. If demanding sortie currency is lost, do not fly any of the following demanding sortie profiles without direct instructor super-

vision: assault landings to runways 3500 feet or less (aircraft commanders only), NVG events, night actual airdrops.

**Table 4.6. Non-RAP Annual Requirements.**

REQUIREMENT	BAQ/BMC	CMR
A. Pilot	INEXP/EXP	INEXP/EXP
1. Local Proficiency Sortie		
a. Pilots <sup>1</sup>	2/2	2/2
b. Copilots <sup>1</sup>	4	4
2. Night Landings	6/4	6/4
3. Instrument Approaches <sup>3</sup>		
a. Precision <sup>2</sup>	18/12	18/12
b. Non Precision <sup>2</sup>	18/12	18/12
B. Navigator		
1. Navigation Sortie <sup>2</sup>	2	2
2. ARA/SCA event <sup>2</sup>	8	8
<b>NOTES:</b> 1. Dual logged as basic sortie 2. 50% may be in WST, SNS, CTD 3. Pilots may regain currency in the simulator for instrument approaches but not for takeoffs and landings.		

**Table 4.7. Non-RAP Currencies<sup>4</sup>.**

EVENT	CURRENCY <sup>3</sup>	TO REGAIN CURRENCY
<b>Pilots</b>		
LandingTakeoff	3131	Accomplish LandingAccomplish T/O
LPS	165	Fly an LPS
Night Landing	75	Fly Night Landing
NDB Approach <sup>3</sup>	105	Fly NDB Approach
Circling Approach <sup>3</sup>	105	Fly circling approach
Instrument Approaches	31	Fly an Instrument Approach
<b>Navigators<sup>2</sup></b>		
Basic Sortie	45	Accomplish Basic Sortie
Navigation Sortie	180	Accomplish Navigation Sortie

ARA/SCA <sup>1,3</sup>	75	Accomplish ARA/SCA
<b>Flight Engineer</b>		
Basic Sortie	45	Accomplish Basic Sortie
<b>Loadmaster</b>		
Basic Sortie	45	Accomplish Basic Sortie
<b>ACS</b>		
Basic Sortie	45	Accomplish Basic Sortie
<b>NOTES:</b> 1. SCA approaches are being phased in to replace ARAs. Navigators certified to perform SCAs may log them and not perform or maintain currency for ARA. 2. Navigators may not use the simulator to regain currency. To regain currency the aircrew member will fly under the direct supervision of an instructor in the same crew position. 3. Loss of any currency in this table results in non-currency in the aircraft except Night Landing, NDB approach, Circling approaches and Navigator SCA/ARA approaches. 4. All currencies expire at the end of the month.		

Table 4.8 .RAP Currencies<sup>2</sup>.

EVENT/SORTIE	CURRENCY INEXP/EXP	TO REGAIN CURRENCY:
<b>PILOT:</b>		
Demanding Sortie	30/45(ARC 60/90)	Fly Non-demanding sortie
NVG Takeoff <sup>3</sup>	60	Fly event
NVG Landing <sup>3</sup>	60	Fly event
NVG Modified Contour <sup>1</sup>	60	Fly NVG modified contour
NVG Low Level <sup>1</sup>	60/90(ARC 90/120)	Fly NVG Low Level
Assault Takeoff	45	Fly Assault Takeoff
Assault Landing	45	Fly Assault Landing
Night Assault Landing	75	Fly Night Assault Landing
NVG Air Refueling	90/120	Fly NVG Air Refueling
Night Tactical Airdrop (CARP/HARP)	75/105	Fly Event
<b>NAVIGATOR:</b>		
Demanding Sortie	30/45(ARC 60/90)	Fly Non-demanding sortie
NVG Takeoff <sup>3</sup>	60	Fly event
NVG Landing <sup>3</sup>	60	Fly event
NVG Modified Contour <sup>1</sup>	45/60	Fly NVG modified contour

NVG Low Level	60/90(ARC 90/120)	Fly event
Air Refueling	75/105	Fly event
Night Tactical Airdrop (CARP/HARP)	75/105	Fly event
<b>FLIGHT ENGINEER:</b>		
NVG Takeoff <sup>3</sup>	60	Fly event
NVG Landing <sup>3</sup>	60	Fly event
NVG Low Level	90/120	Fly event
Air Refueling	75/105	Fly event
<b>LOADMASTER:</b>		
NVG Low Level	90/120	Fly event
Air Refueling	75/105	Fly event
Tactical Airdrop (CARP/HARP)	105/165	Fly event
Actual Personnel	105/165	Fly event
Ramp Bundle	180/365	Fly event
<b>ACS:</b>		
NVG Low Level	180	Fly event
Secure Voice	75	Use Secure Voice
Have Quick	165	Fly event
<p>1. Crewmembers certified to perform NVG modified contour operations will use the currencies listed above. Those not certified by the squadron commander for NVG modified contour operations will continue to use standard NVG low level currencies.</p> <p>2. All currencies expire on the end of the month except NVG Modified Contour, NVG LL and NVG Air refueling sortie.</p> <p>3. NVG takeoff and landing are a special qualification. Only crewmembers certified by the squadron commander to perform these operations will maintain currency in these events.</p>		

6.1. General. This chapter contains information for specialized training or upgrade. This training applies to crewmembers converting to the HC-130 from another type of C-130, crewmembers upgrading to instructor or flight examiner, pilots upgrading to aircraft commander, and specialized flight events.

6.2.1. Time Period to Qualification. Maximum upgrade training period for copilots entering aircraft commander training and aircrew members entering instructor upgrade training is 120 calendar days (240 days for AFRC/ANG). Individuals unable to complete upgrade training within these limits may continue training. Notify MAJCOM/DO (ANG: HQ ACC/DOG) and NAF/DO (N/A ACC and ANG) with aircrew member's name, rank, reason for delay, planned actions, and estimated completion date

6.3.4.3. All copilots must complete the AC Preparatory Course before formal AC upgrade training. This in unit training consists of academic and flight training. Copilots should demonstrate aptitude in all AC

maneuvers including 3-engine landings, 3-engine go-arounds, windmill taxi starts and assault operations. Courseware is available from the Aircrew Training System (ATS) contractor. Copilots who do not complete this course require a waiver from HQ ACC/DOT.

6.3.5. Secondary Method Upgrade. Formal school attendance is the primary method for AC qualification training. AFRC/ANG units may conduct in unit AC upgrade without waiver using formal school courseware. Send notification and waiver request for in-unit, with rationale, through command channels to HQ ACC/DOT. The following applies:

6.3.6. Accomplish basic AC upgrade at the C-130 FTU or at HC-130 FTU. Accomplish mission upgrade at both Little Rock FTU (Course C130PRK or C130PMS) and at Kirtland FTU or both at Kirtland FTU or use in unit using 58 OG mission qualification course, unless waived by HQ ACC/DOT. In-unit upgrade is IAW paragraph 6.3.5.

6.4.3.2. Instructor Preparatory Course. Crewmembers (pilots, navigators, FEs, and LMs) must have completed the instructor preparatory course before instructor upgrade training. This in unit training consists of academics for all crew positions and flight training for pilots. To pass, students must receive at least 85 on the end of course examination. Courseware is available from the ATS contractor. This course is required for ACC active duty, and ARC crewmembers. Crewmembers who do not complete the course require a waiver from HQ ACC/DOT to attend upgrade training.

6.4.3.4. In-Unit Upgrade. Formal school attendance is the primary method for instructor upgrade training. ARC units may conduct in unit instructor upgrade without waiver using formal school courseware. Waiver authority is MAJCOM/DO.

6.7. Deleted

6.7.1. Deleted

6.7.2. Deleted

6.7.3. Deleted

6.7.4. Deleted

6.7.5. Deleted

6.7.6. Deleted

6.7.7. Deleted

6.13. Deleted

6.11. Tactical Recovery Certification.

6.14. (Added) NVG Modified Contour Training. Accomplish IAW 11-2HC-130 volume 3. Plan and fly a minimum 30 minutes low level in a mountainous region to credit this event. The pilot, copilot and navigator may credit the same event provided they were occupying their crew station.

6.15. (Added) NVG Airland. Accomplish IAW applicable volume(s) of AFI 11-2HC-130. Blacked out landing zones should be used to the maximum extent possible. Credit all landings in which the aircraft can be stopped at the prebriefed location or can turn off the runway at the planned exit location. Crewmembers may credit NVG touch and go landings as NVG takeoff and landing.

## Terms

**NVG Academic Refresher Training** - All NVG qualified aircrew will accomplish NVG academic training annually. Training may be conducted in conjunction with other recurring annual academic training. The ACC NVG academic courseware will be used to the maximum extent practicable. As a minimum, training will be based on a review of initial NVG academic courseware. The content and scope of this review will be tailored to the HC-130 mission environment and is left to the discretion of the commander.

## Primary Aircraft Inventory (PAI) - (deleted)

### A2.1. Mission/Sortie Definitions:

#### Basic Sortie -

**Navigators:** Monitor a departure and approach. If more than one qualified navigator is on a flight, each may obtain sortie credit on the same flight provided each one occupies the navigator position, maintains a log, performs navigator duties and meets the requirements of the navigational sortie description.

**ARA/SCA (Airborne Radar Approach/Self Contained Approach)--**Make practice approaches under VMC (day or night) or under ground radar monitoring during IMC. Do not log ARA/SCAs when the pilot is making any other type instrument approach. Credit the ARA/SCA if, in the opinion of the pilot, a safe landing can be made from minimums. Follow approach procedures as established in 11-2HC-130 Volume 3.

A3.2.1. Unit Tactics offices will develop theater training for JFCOM, CENTCOM, PACOM, SOUTHCOM and EUCOM.

A4.7. Windmill Taxi Start. Direct IP supervision required. Authorized during daylight. Crosswind component must be within the recommended zone of the flight manual takeoff crosswind chart. Runway must be dry, hard-surfaced, and at least 147 feet wide. Dash one recommendations are mandatory.

A4.2.1. NVG Restrictions. All NVG operations require cockpit lighting to adhere to the following minimums: Blue or Green flood lights throughout the cockpit or light taping as prescribed by AFI 11-2HC-130V3 guidance.

A4.21.1. NVG operations will cease prior to approach and landing. (**EXCEPTION:** NVG Airland Operations) **NOTE:** Approximately 5 minutes are required to regain full night vision after using NVGs.



**ATTACHMENT 5**  
**TRAINING SHORTFALL REPORT**

MEMORANDUM FOR MAJCOM/DOT

SUBJECT: XX SQ training shortfalls

FROM:

1. TRAINING SHORTFALLS (Training events/sorties not accomplished or locally waived. Only report those shortfalls that the unit commander determines will have a major impact on training. Generally report only those events/sorties that affect 15% or greater of the crew force).

EVENT/SORTIE --PERCENT OF CMR CREWS (BY CREW POSITION)

--SPECIFIC REASON FOR SHORTFALL

--CORRECTIVE ACTION (IF ANY)

--LIMFACS

2. COMMANDER'S COMMENTS (Open forum for comments to improve the training reporting system).

1st Ind, OC/CC

TO: HQ MAJCOM DOT

CC: NAF DO